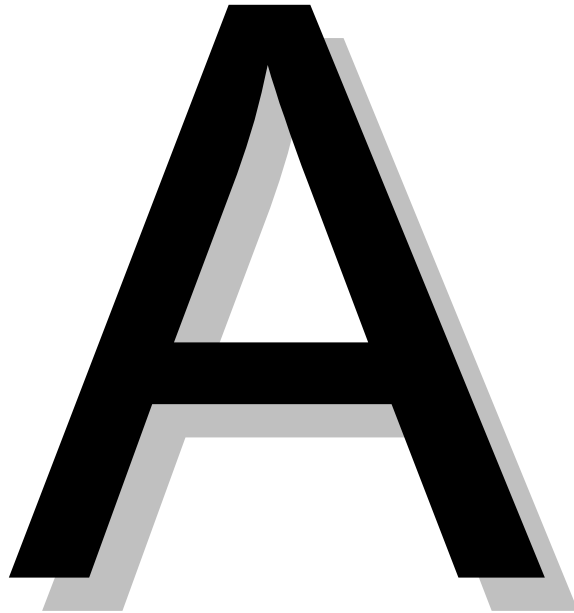


# **Transportation Terms & WSDOT Lingo**

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<b>2+</b>	Two or more persons per vehicle.
<b>3+</b>	Three or more persons per vehicle.
<b>85<sup>th</sup> percentile speed</b>	The speed at which 85% of the vehicles in the traffic stream are traveling at or under. Speed limits reflect the behavior of the majority. This is what engineers term the “85th percentile speed”, or 85 out of 100 vehicles travel at or below this speed. Studies have shown there are no significant changes following the posting of revised speed limits. Statistics show roadways with speed limits set at the 85th percentile speed have fewer accidents than roads where the posted speed limit is above or below what the majority naturally travels.
<b>AADT</b>	Average Annual Daily Traffic
<b>AAAE</b>	American Association of Airport Executives
<b>AASHTO</b>	American Association of State and Highway Transportation Officials.
<b>Accelerate Stop Distance</b>	The distance required to accelerate an airplane to a specified speed and assuming failure of the critical engine at the instant that speed is attained (v) to bring the airplane to a stop.
<b>Access control</b>	Two methods of controlling/regulating access: 1) Access Management - this is a prescribed method of regulating access where local jurisdiction has access permitting authority. Typically under 2) Limited Access (L/A) - this method of regulating access (Control of access) - the condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority, also see access control classification.
<b>L/A - full</b>	Preference is given to through traffic by providing access connections only with selected public roads and by prohibiting crossing at grade and direct private driveway connections, i.e. freeways have full access control.
<b>L/A - partial</b>	Preference is given to through traffic to a degree, that in addition to access connections with selected public roads, there may be some crossing at grade and some private driveway connections.
<b>L/A - modified</b>	Modified access control is intended to prevent further deterioration in the safety and operational characteristics of existing highways due to traffic interference associated with strip development by limiting the number and location of access points to the highway.

## Access Control Classification

In January of 1993, the Washington State Department of Transportation adopted the new Chapter 468-52 WAC titled, "Highway Access Management--Access Control Classification System and Standards". The WAC can be consulted to see the classification system and standards in its entirety. The table below provides a summary.

ACCESS CONTROL CLASSIFICATION SYSTEM - SUMMARY CHAPTER 468-52 WAC + (9-22-92)					
Class	Functional Characteristics	Posted Speed Limit (MPH)	Typical Planned Median Treatment	Planned Intersection Spacing *	Minimum Private Connection Spacing *
1	High speed, high volume, long trips serving interstate, inter-regional, and inter-city travel. Service to abutting land subordinate to service of major traffic movements.	50 to 55	Restrictive, where multi-lane is warranted.	1.0 mile	1320 ft. One per parcel
2	Medium to high speeds, medium to high volumes, medium to long trips serving inter-regional, inter-city and intra-city travel. Service to abutting land subordinate to service of traffic movement.	Urban: 35 - 50 Rural: 45 - 55	Restrictive (as above)	0.5 mile	660 ft. One per parcel
3	Moderate speeds, moderate volumes, short trips serving inter-city, intra-city, and inter-community travel. Balance between land access and mobility. Used where land use is less than maximum build out, but development potential is high.	Urban: 30 - 40 Rural: 45 - 55	Restrictive (as above) TWLTL may be utilized as conditions warrant.	Rural: 0.5 mile Urban: 0.5 mile/less with signal progression analysis	330 ft.
4	Moderate speeds, moderate volumes, shorter trips serving inter-city, intra-city, and inter-community travel. Balance between land access and mobility. Used where level of development is more intensive and major land use changes less likely than on class 3.	Urban: 30 - 35 Rural: 35 - 45	Non-restrictive	Rural: 0.5 mile Urban: 0.5 mile/less with signal progression analysis	250 ft.
5	Low to moderate speeds, moderate to high volumes, primarily short trips serving intra-city and intra-community travel. Service of land access dominant function.	25 to 35	Non-restrictive	0.25 mile/less with signal progression analysis	125 ft.

+ NOTE: This table is for summary purposes only and was not included in the final WAC.

\* See text of WAC for exceptions.

<b>Accessibility</b>	<ol style="list-style-type: none"> <li>1) A measure of mobility</li> <li>2) Total travel times between areas weighted by the relative attractiveness of the destination</li> <li>3) Barrier free facilities which can be used by handicapped persons or wheelchair users</li> <li>4) A measure of the ability of the public transportation users to access transit modes</li> </ol>
<b>Accident</b>	"An accident is an un-stabilized situation which includes at least one harmful event."
<b>ACDO</b>	Air Carrier District Office (FAA).
<b>Acquisition</b>	The process of obtaining right-of-way.
<b>ACT</b>	Association for Commuter Transportation
<b>ACP</b>	Asphalt Concrete Pavement
<b>Activity center</b>	A major concentration of employment and commercial activity, which may be found in suburban areas as well as in the downtown areas.
<b>Activity</b>	Any subdivision of a project whose execution requires time and other resources.
<b>ADA</b>	American with Disabilities Act
<b>ADAAG</b>	American with Disabilities Act Accessibility Guidelines for Facilities and Buildings Prepared by the Architectural and Transportation Barriers Compliance Board (ATBCB). Based in part on ANSI A 117.1 as the minimum ADA guidelines to supplement MGRAD; to establish the standards for implementation of ADA - ADAAG, as published by ATBCB has been adopted by DOJ as the accessibility standards under the Rule.
<b>ADAP</b>	Airport Development Aid Program (FAA), under the Airport and Airway Development Act.
<b>Add-a-lane</b>	(HOV and Transit term) - a general implementation approach whereby an HOV facility is created by adding roadway capacity to an existing freeway facility, usually by widening the freeway or modifying the median or outside shoulder. This is the primary way HOV facilities have been created.
<b>ATBCB</b>	The Architectural and Transportation Barriers Compliance Board - an independent federal agency to ensure the requirements of the Architectural Barriers Act of 1968 are met.

<b>Added Access Report</b>	<p>A freeway access report is required by the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) when access points on our state's freeways are added or revised.</p> <p>Discussion Notes on the What, When, Why, Where, Who and How of Adding Access to Interstate Highways.</p>
<b>WHAT</b>	Freeway access report. The freeway access report addresses items specified in the October 22, 1990 Federal Register (Volume 55, Number 204), titled <i>Additional Interchanges to the Interstate System</i> . WSDOT, in order to comply with this federal requirement for adding access to interstate highways, operates under the guidance of Section 1425 in the WSDOT Design Manual.
<b>WHEN</b>	When access points on the Interstate System are added or revised, an access report is required. The timing of the preparation of the access report and submittal of the added access application is somewhat project dependent.
<b>WHY</b>	The intent is to require the States to demonstrate that an access point is needed for regional traffic needs and not only to solve local system needs or problems. The interstate facility should not be allowed to become part of the local circulation system but should be maintained as the main regional and interstate highway it was intended to be. It is in the national interest to maintain the Interstate System to provide the highest lever of service in terms of safety and mobility. Adequate control of access is critical to providing such service.
<b>WHERE</b>	Access reports are required wherever adding or revising access is proposed to the Interstate Highway System.
<b>WHO</b>	The Washington State Department of Transportation (WSDOT) makes application for added access to the Interstate Highway System to the Federal Highway Administration (FHWA). WSDOT personnel or consultants may prepare the access report.
<b>HOW</b>	Access report is prepared and submitted to FHWA. All FHWA approvals for added or revised access is conditional upon the State complying with all applicable Federal rules and regulations. The FHWA division office will ensure requests for new or revised access submitted by the State Highway Agency for FHWA consideration contain sufficient information to allow the FHWA to independently evaluate the request and ensure that all pertinent factors and alternatives have been appropriately considered. The extent and format of the required justification and documentation should be developed jointly by the State Highway Agency and the FHWA to accommodate the operations of both the State and the FHWA including a reasonable transition period. The extent and format of justification should also be consistent with the complexity and expected impact of the proposals; for example information in support of isolated rural interchanges may not need to be as extensive as for a complex or potentially controversial interchange in an urban area. No specific documentation format or content is prescribed by this policy. However there are 8 policy points that must be satisfied for added access approval.

## WSDOT Design Manual Chapter 1425

<b>Access Point Decision Report (8 points)</b>	<b>Discussion Notes: Policy</b> - It is in the national interest that the state's freeways be maintained and protected to provide the highest practical level of service in terms of safety and mobility. Federal laws and both FHWA and WSDOT policies require a formal request, with an Access Point Decision Report, for any access point revision that might adversely affect through traffic on a freeway in Washington State. The report is for a decision-making process and documents the planning, evaluation, design and coordination that support and justify the request.
①	Future Interchanges
②	Land Use and transportation Plans
③	Reasonable Alternatives
④	Need for the Access Point Revision
⑤	Access Connections and Design
⑥	Operational and Accident Analyses
⑦	Coordination
⑧	Planning and Environmental Process

<b>ADMA</b>	Aviation Distributors and Manufacturers Association.
<b>Aging</b>	A monthly plan of how dollars and workforce will be spent for a work item phase, many people outside of the organization would simply refer to this as a budget.
<b>Agonic line</b>	Line along which no magnetic variation occurs.
<b>Air Navigation Facility</b>	(NAVAID) Any facility used in, available for use in, or designed for use in aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing or takeoff of aircraft.
<b>Air Route Traffic Control Center</b>	(ARTCC) A facility established to provide air traffic control service to IFR flights operating within controlled airspace and principally during the enroute phase of flight.
<b>Air Traffic Control</b>	(ATC) A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.
<b>Aircraft</b>	An aircraft is any contrivance now known or hereafter invented, used or designed for navigation of or flight in, the air.



<b>Aircraft Classification Number</b>	(ACN) A number expressing the relative effect of a large aircraft on a pavement for a standard sub-grade category. <i>See pavement Classification Number (PCN)</i> . For small aircraft (all-up mass equal to or less than 12,500 pounds), pavement bearing strength shall be reported in terms of maximum allowable aircraft mass and tire pressure.
<b>Airman's Information Manual</b>	(AIM) A pilot's operational manual containing information needed for the planning and conduct of flight in the National Airspace System, (conterminous U.S. only).
<b>ALF</b>	Accelerated Loading Facility - a main feature of FHWA's pavement testing facility located in McLean VA. The ALF can simulate 20 years of traffic loading in 6 months or less.
<b>Alignment</b>	The specific path a highway will take between two designated points within a corridor.
<b>Alley</b>	Narrow lane between houses or buildings giving access to the rear of those houses or buildings
<b>Alternative work schedules</b>	The use of work policies such as flextime and staggered work hours and compressed workweeks that allows employees to meet transit, carpool, or vanpool schedules or to avoid commuting during peak hours traffic periods (also called variable work hour policies).
<b>ANSI</b>	American National Standards Institute
<b>APTA</b>	American Public Transportation Association
<b>AREA/AREMA</b>	What used to be American Railroad Engineers Association is now AREMA, they added maintenance to it.
<b>Arterial</b>	A type of roadway typically divided into principal and minor arterials.
<b>Principal Arterial</b>	Provides either full or semi-controlled access and includes the freeway system and all State routes. Principal arterials form the backbone of the highway system and should be design to provide as high a level of service as is practicable. Principal arterials provide for movement between urban and rural intra-County population centers. As such, this roadway facility classification predominantly serves "through" traffic with minimum direct service to abutting land uses. The Washington State Ferry system routes act as principal arterials connecting one urban area within the region to another.
<b>Minor Arterial</b>	Minor arterials provide access to the principal arterial and freeway system. They provide a lower level of travel mobility than principal arterials to major communities within the County. They provide primary access to or through communities of high density residential, commercial or retail or industrial land areas. They provide access to abutting properties at pre-determined locations. Trip length on minor arterials generally exceeds five miles. Minor arterials provide routes for public transit systems between major communities within the County.
<b>ARTBA</b>	American Road and Transportation Builders Association

<b>Articulated bus</b>	An extra-long, high capacity segmented bus that has the rear portion flexibly but permanently connected to the forward portion with no interior barrier to hamper movement between the two parts. The seated passenger capacity is 60 to 80 passengers and a length of 60 to 70 feet. The turning radius for an articulated bus is usually less than that of a standard urban or intercity bus.
<b>ASD</b>  <b>One of two common design methods - the other being LRFD</b>	<p>Allowable Stress Design - in ASD structural elements are design to support or resist anticipated service loads; to account for the possibilities that structural elements are overloaded during their service life and that the materials providing resistance to the load are not as strong as expected, engineers apply a global safety factor on the resistance side of the design equation to ensure that the structural elements are large enough to account for all uncertainties in design. In this way, global factors of safety account for the uncertainty in both loads and resistance.</p> <p>General ASD Design Equation:     ASD: <math>\frac{R}{FS} \geq \sum L</math></p> <p>Where, Factor of Safety FS = 1.5 to 3.5</p> <p>R = Resistance Provided</p> <p>L = Loads applied</p>
<b>Asbestos</b> <b>(Magnesium silicate)</b>	A mineral (magnesium silicate) processed so as to be made up of many small fibers. Asbestos is a carcinogen found primarily in building materials such as wall and pipe insulation. Occupational exposures are the most hazardous.
<b>Attainment/</b> <b>Non-attainment</b>	An area is considered in attainment when criteria pollutant levels meet federal air quality standards. An area is considered to be in non-attainment when criteria pollutant levels exceed federal air quality standards.
<b>ATB</b>	Asphalt Treated Base
<b>ATC</b>	Air Transportation Committee
<b>ATMS</b>	Advanced Traffic Management Systems
<b>Auxiliary roads</b>	Roads acting as a subsidiary to the highway. Includes frontage roads and speed-change lanes.
<b>Average vehicle occupancy</b>	The number of persons divided by the number of vehicles traveling past a selected point over a predetermined time period, usually expressed to two or three significant digits (i.e., 1.2 or 1.26).
<b>AWC</b>	Association of Washington Cities, Founded in 1933, the Association of Washington Cities (AWC) is a non-profit, non-partisan organization that represents Washington's cities and towns before the state legislature, the state executive branch and with regulatory agencies. Membership is voluntary. However, AWC consistently maintains 100% participation from Washington's 280 cities and towns. <a href="http://www.awcnet.org/">http://www.awcnet.org/</a>

	AWC (Association of Washington Cities) 1076 Franklin St SE Olympia, WA 98501	360.753.4137 800.562.8981
<b>Axle load</b>	<p>The total load transmitted by all wheels the centers of which may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.</p> <p>Tandem Axle Load - the total load transmitted by the two or more consecutive axles the centers of which may be included between parallel transverse vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle.</p>	

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**B**

<b>BAC</b>	Bicycle Advisory Committee
<b>Bascule</b>	A drawbridge, counterbalanced so that when one end is lowered the other is raised.
<b>Benefit-cost ratio</b>	The ratio of the dollars of discounted benefits achievable to a given outlay of discounted costs.
<b>BFA</b>	Bicycle Federation of America

### Bicycle Facility Classification Definitions

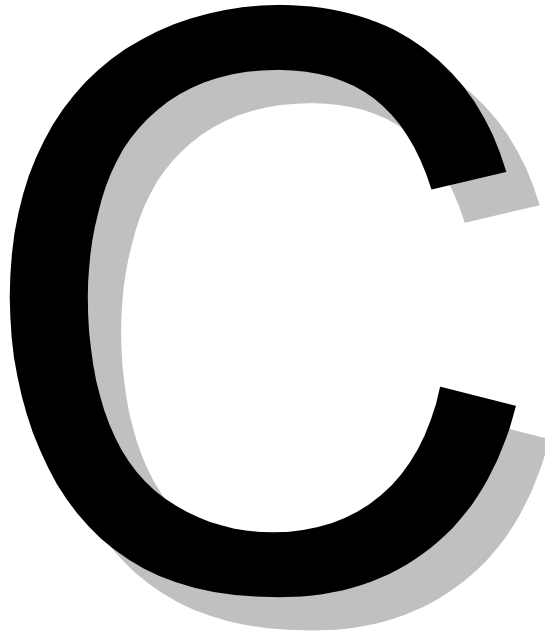
<b>Bicycle Facilities Rider Categories</b>	<b>Description</b>
Bike Route	A system of bikeways designated by the local jurisdiction(s) having authority, featuring appropriate direction and information route markers. A series of bikeways may be combined to establish a continuous route and may consist of any and all types of bicycle facilities.
Bike Lane	A portion of a highway or street identified by signs and or pavement markings reserved for bicycle facilities.
Bikeway	Any trail, path, part of a highway or shoulder, or any other traveled way specifically signed and/or marked for bicycle travel
Shared Roadway	A roadway that is open to both bicycles and motor vehicle travel. Shared roadways do not have the dedicated facilities for bicycle travel.
Signed Shared Roadway (designated as a bike route)	A shared roadway that has been designated by signing as a preferred route form bicycle use. Appropriate bike route signs as installed to assure bicyclists that improvements such as widening shoulders have been made to improved safety.
Shared use path	A facility on exclusive right of way with minimal cross flow by motor vehicles. It is designed and built primarily for use by bicycles but is also used by pedestrians, joggers, skaters, wheelchair users (both motorized and non-motorized), and others
Category A Bicyclist	Advanced or experienced riders who are generally using their bicycles as they would a motor vehicle.
Category B Bicyclist	Basic or less confident adult bicyclist who might be using their bicycles purposes. They prefer to avoid roads with fast busy motor vehicle traffic unless there is ample roadway width.
Category C Bicyclist	Children, riding alone or with parents, who need access to key destinations in the community such as schools, friends, recreation facilities, and convenience stores. Residential streets with low motor vehicle speeds

Reference: WSDOT Design Manual Chapter 1020 (2001)

<b>Bi-directional facility</b>	A preferential facility in which two-way traffic flow is provided for during at least portions of the day.
<b>Binder course</b>	A plant mix of graded aggregate (generally open graded) and bituminous material, which constitutes the lower layer of the surface course.
<b>Bituminous Coating</b>	<p>Prime Coat - an application of low viscosity liquid bituminous material to coat and bind mineral particles preparatory to placing a base or surface course.</p> <p>Seal Coat - a thin treatment consisting of bituminous material usually limited to sand-seal, chip seal, slurry seal, contrast seal, and fog seal.</p> <p>Contrast Seal - a seal coat designed primarily to provide color or texture contrast with an adjacent surface.</p> <p>Fog Seal - a thin application of bituminous material without cover aggregate.</p> <p>Slurry Seal - a seal coat consisting of a semi fluid mixture of asphaltic emulsion and fine aggregate.</p> <p>Tack Coat - an application of bituminous material to an existing surface to provide bond with a superimposed course.</p>
<b>Bituminous Concrete</b>	a designed combination of dense graded mineral aggregate filler and bituminous cement mixed in a central plant, laid and compacted while hot.
<b>BMPs</b>	Best Management Practices
<b>Bond</b>	
<b>BPU</b>	Branch Processing Unit
<b>BST</b>	Bituminous Surface Treatment
<b>BTS</b>	Bureau of Transportation Statistics

<b>Budget</b>	<p><b>a</b> : a statement of the financial position of an administration for a definite period of time based on estimates of expenditures during the period and proposals for financing them</p> <p><b>b</b> : a plan for the coordination of resources and expenditures</p> <p><b>c</b> : the amount of money that is available for, required for, or assigned to a particular purpose</p>
<b>Current Law Budget</b>	current law budget is the current revenue stream, if the project is in current law it is funded; this includes projects carried forward from previous biennium(s); each region has a funding allocation and the region determines how to allocate those funds to projects on their prioritization lists by sub-program.
<b>New Law Budget</b>	new law budget is for proposed projects and is based on new state revenue sources in order for projects not funded by current law budget to receive funding; the new funding sources come from the legislature or may be self-imposed via public vote, etc.
<b>NOTE:</b>	when preparing budgets each region's programming office needs to look several bienniums ahead, even though they are only budgeting one biennium at a time, this needs to be done to determine how many dollars to spend in PE, R/W and CONSTRUCTION phases. The amount spent in each phase (PE, R/W and CONSTRUCTION) changes every biennium.
<b>Bus-pooling</b>	a prearranged bus service, privately contracted by passengers or employers.





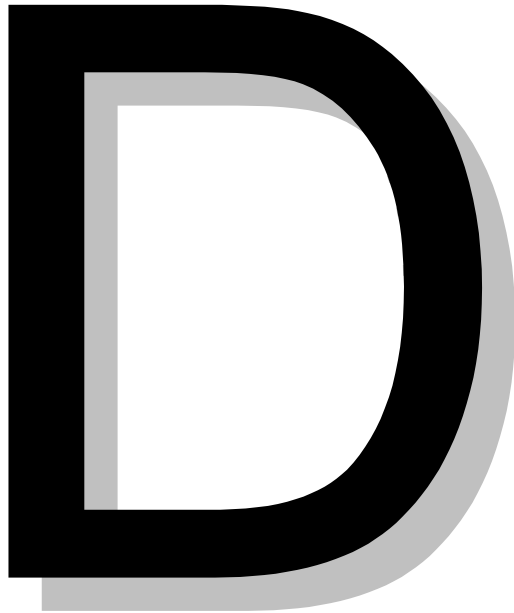
<b>CAA</b>	Clean Air Act
<b>CAAA</b>	Clean Air Act Amendments
<b>CAD</b>	Computer Aided Drafting
<b>CADD</b>	Computer Aided Drafting and Design
<b>CAE</b>	Computer Aided Engineering
<b>CAED</b>	Computer Aided Engineering and Design
<b>CAiCE</b>	Computer Aided Civil Engineering
<b>CBD</b>	Central Business District - commercial sector of a city
<b>CEAL</b>	CEAL-Civil Engineering Automated Library, a computer program for Civil Engineering work. The software chosen by WSDOT for Design and Construction. Replaced in 1997 by CAiCE.
<b>CEVP</b>	Cost Estimate Validation Process  Using input from various disciplinary experts costs associated with potential risks to a project are assessed and the probability of delivering a project at a given cost and by a given date is determined.
<b>CFR</b>	Code of Federal Regulations
<b>Cantilever</b>	A projecting structure as a beam supported at one end. A structural member as a beam that projects beyond the fulcrum and is supported by a balancing member or downward force behind the fulcrum. A bracket or block supporting a balcony or cornice.
<b>Cantilever bridge</b>	A bridge formed by two projecting beams or trusses that are joined in the center by a connecting member and are supported on piers and anchored by counterbalancing members.
<b>Capacity, design (or roadway capacity)</b>	Maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass over a given section of roadway in one or both directions during a given period of time under a prevailing environmental, roadway, and roadway user conditions, usually expressed as vehicles per hour or persons per hour. (Operational capacity of an HOV lane should be below this).
<b>Capacity, operational</b>	Maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass over a given section of roadway in one or both directions during a given period of time under a prevailing management strategy that assures an acceptable free-flow level of service, usually expressed as vehicles per hour or person per hour. (This should be the goal for operating HOV facilities).

<b>Carpool</b>	<p>Also see ride sharing; an arrangement in which commuters share driving or cost of automobile for commuting. A carpool is formed with a minimum of two people who commute on a regular basis. The members of the carpool generally share common residential and employment locations as well as common commuting patterns and schedules.</p> <p><u>CTR Definition of a carpool:</u></p> <p>A motor vehicle occupied by two (2) to six (6) people traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle trip. <i>(Definition from Commute Trip Reduction Task Force Guidelines, Chapter 1, Section 4, July 1992.)</i></p> <p>Persons under 16 years of age commuting in a carpool do not count as carpool members because they do not eliminate a vehicle trip. <i>(Definition added in State Government CTR Plan, "Carpooling with Personal Vehicles", Chapter 2, page 5, April 1993.)</i> Riders typically prorate and share the cost of fuel, and or take turns driving in their personal vehicles.</p>
<b>Channelization</b>	The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings, raised islands or other means.
<b>CIC</b>	Commuter Information Center
<b>Clear zone</b>	Clear Zone-"...a roadside zone clear of hazardous objects or conditions for a distance consistent with the speed, traffic volume, and geometric conditions of the site." (see FHWA-TS-81-216, Functional Requirements of Highway Safety Features.)
<b>Collector</b>	A collector provides the primary access to a minor arterial for one or more neighborhoods or non-residential areas. Collectors distribute trips to and from the arterial system. They provide a limited amount of travel through neighborhoods and non-residential areas, which originates and terminates externally. Collectors provide direct connections to local roads and minor collectors. They provide collection and distribution routes for public transit systems. The basic trip length is generally between 2 and 10 miles.
<b>Collector distributor road</b>	A parallel roadway designed to remove weaving from the mainline reduce the number of mainline entrances and exits. It may be within a single interchange, two closely spaced interchanges or continuous through several interchanges. Collector distributor roads that connect three or more interchanges should be two lanes wide; all others may be one or two lanes in width depending on capacity requirements. Intermediate connections to the mainline should be considered for long collector distributor roads. Where special conditions require two-lane collector road off connections, a reduction in the number of freeway lanes, the use of an auxiliary lane, or a combination of these, the design should conform to other standards for off connections.

<b>CMAQ</b>	Congestion Mitigation and Air Quality - a new categorical funding program created with the ISTEA. Directs funding to projects that contribute to meeting national air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs.
<b>CMS</b>	Congestion Management System - ISTEA requires that each Transportation Management Association (TMA) develop a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies. Unless a part of a CMS, future highway projects that significantly, increase capacity for SOVs may be ineligible for federal funding.
<b>Commuter assistance programs</b>	Services, generally provided by employers, developers, or public agencies, to help facilitate commuting arrangements by carpool, vanpool and transit.
<b>Commuter information center</b>	a permanent, on-site physical display of information explaining all commute modes available to the site. The center must incorporate schedule holders for transit route information and brochure pockets for ridesharing and flextime information. The center is located in an area with high employee and resident pedestrian traffic.
<b>Commuter rail</b>	Passenger rail service that operates within a metropolitan region on tracks usually part of the general railroad system (shared with freight). Trips start and end in the same metropolitan area (usually but can be used for longer-distance commutes), and is usually operated at faster speeds, greater headways, and with greater distances between stops than is applied to intra-urban fixed guideway systems. Usually operates more frequently during peak commute hours. EXAMPLE: the RTA's proposed commuter rail service between Everett and Tacoma via Seattle.
<b>Compliance rate</b>	Number of HOVs on an HOV facility divided by the number of total vehicle on the HOV facility (eligible and ineligible), expressed as a percent.
<b>Compressed work week</b>	This is a form of alternate work schedules that allows employees to work a 40-hour week in less than the standard five days, typically in four 10-hour days. The intent is to reduce the number of days worked in a given week or other time period and thereby reduce the daily vehicle demand at a site.
<b>Congestion pricing</b>	Road pricing based on congestion; typically charge more for peak periods.
<b>Control of Access</b>	The condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority.

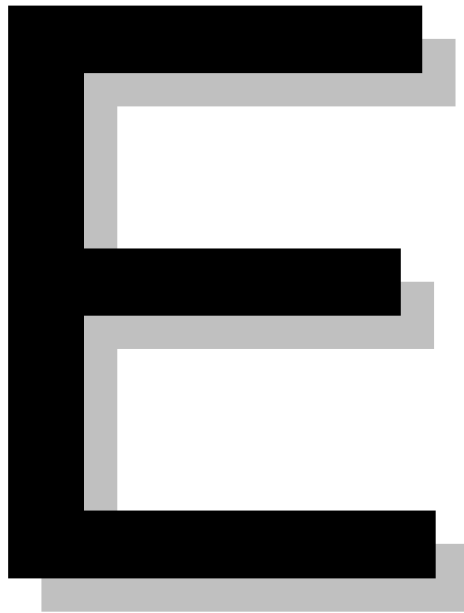
<b>Corridor</b>	One of several general paths a highway can take to satisfy the route requirements and has one or more specific alignment alternatives. A corridor can include, as a whole or in part, any existing state highway facility, county highway facility, city street, new alignments or any combination of these
<b>CPM</b>	Critical Path Method - a scheduling technique for projects with multiple stages and/or activities
<b>CPU</b>	Micro-Processing Unit-the primary computing chip in your computer. See also BPU and FPU.
<b>CRA</b>	Cost Risk Assessment
<b>CRAB</b>	County Road Administration Board (CRAB)  CRAB is an oversight agency for county road organizations. As part of that function, it administers the Rural Arterial and the County Arterial preservation programs for the state.
<b>Critical Path</b>	a path connecting all activities which have minimum or zero slack times. The critical path is the longest path through the network.
<b>Critical Path Techniques</b>	Are used to represent graphically the multiple relationships between stages in complicated projects. The graphical networks show the dependencies or <i>precedence relationships</i> between activities and can be used to control and monitor progress, cost and resources or projects. Critical path techniques identify the most critical activities in projects. One specific critical path technique is the Critical Path Method, CPM. Related terms: activity, duration, and slack time.
<b>CTAA</b>	Community Transportation Association of America
<b>CTR</b>	Commute Trip Reduction
<b>Curves</b>	Provides the required change in direction in the form best suited to the operating characteristic of the transportation facility. See also <b>Horizontal Curves</b> and <b>Vertical Curves</b> .

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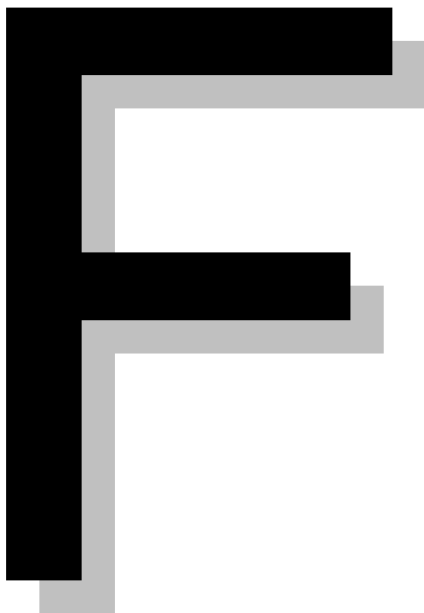


<b>DDHV</b>	Direction Design Hourly Volume
<b>de-bond</b>	Breaking the bond between layers (or materials)
<b>DEIS</b>	Draft Environmental Impact Statement
<b>Delay</b>	The increased travel time experienced by a person or vehicle, due to circumstances that impede the desirable movement of traffic. It is measured as the time difference between actual travel time and free-flow travel time.
<b>Density</b>	The number of vehicles per mile on the traveled way at a given instant.
<b>Design capacity</b>	The maximum volume of traffic that the roadway can handle.
<b>Design Concurrence</b>	
<b>Design Approval DM 330</b>	
<b>Design Documentation</b> <i>formerly</i> <i>design report</i>	Design documentation is prepared to record the evaluations by various disciplines that result in design recommendations. Design assumptions and decisions made prior to and during the scoping phase are included. Changes that occur throughout the project development process are documented. Justification and approvals, if required, are also included. (See Design Manual section 330)
<b>Design speed</b>	The maximum safe speed when conditions are so favorable that the design features of the highway govern.
<b>Design year</b>	The year for which a project is designed. In transportation projects, the design year is typically taken to be 20 years from the time of construction. Using the traffic volumes estimated in the future allows engineers to design the project to meet those predicted needs. In effect, the design life of the project is taken to be 20 years. What actually happens in the future may differ from predictions.
<b>Direct access ramp</b>	A grade-separated on or off ramp that provides local access from a street or transit support facility to the freeway HOV facility.
<b>Disabilities (individuals with disabilities)</b>	A person who has a permanent or temporary physical or mental impairment that substantially limits one or more “major life activities”...
<b>Diaphragm</b>	
<b>Diverging</b>	The dividing of a single stream of traffic into separate streams.
<b>Divided highway</b>	A highway with separated roadbeds for traffic in opposing directions.
<b>DOJ</b>	The U.S. Department of Justice
<b>Duration</b>	The time required to perform an activity.
<b>DWL</b>	Design Working Load





<b>EAC</b>	Enhancement Advisory Committee
<b>Earned Value Analysis</b>	“Earned Value” is a project management technique. It measures what you got, for what you actually spent; the value of the work accomplished; the measured performance; the Budgeted Cost of Work Performed (BCWP).
<b>EDC</b>	Economic Development Council
<b>EIS</b>	Environmental Impact Statement - report that details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.
<b>Eminent domain</b>	The power to take private property for public use without the owner's consent upon payment of just compensation.
<b>Emphasis patrols</b>	Law enforcement efforts focused on a small segment of highway to enforce traffic laws.
<b>EPA</b>	Environmental Protection Agency
<b>ESA</b>	Endangered Species Act
<b>ETC</b>	Employee Transportation Coordinator - an employee of the site or building owner(s) who implements and monitors the TDM plan. The ETC need not to be housed on-site but must be accessible to all site employees and residents during normal work hours. The ETC is the owner's liaison with the local jurisdictions(s) and transportation providers. They represent the owner in negotiations with these entities. An ETC is generally an individual appointed by building or site tenant to provide employees with transit and promoting appropriate programs, providing services such as pass sales or parking management, and conducting employee surveys for program evaluation.
<b>Express bus service</b>	Bus service with limited stops, either from a collector area directly to a specific destination or in a particular corridor with stops at major transfer points or activity centers. Express bus service is usually routed along freeways and/or HOV facilities where available.
<b>Expressway</b>	A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections.
<b>Extra work</b>	An item of work not provided for in the contract as awarded but found by the engineer to be essential for the satisfactory completion of the contract within its intended scope.



<b>FAME</b>	Freeway and Arterial Management Effort
<b>FAUS</b>	Federal Aid Urban System
<b>Feasibility study</b>	A study to assess the feasibility of implementing various alternatives to address an identified purpose and need.
<b>FEIS</b>	Final Environmental Impact Statement
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration - division of USDOT that funds highway planning & programs.
<b>Fixed guideway</b>	Any urban transportation system composed of vehicles that can operate only on their own guideways, which are constructed for that purpose. Examples include light rail, monorail, etc.
<b>Fleet-pools</b>	A program allowing employees to use the employer or developer's automobile fleet during non-work periods for employee-operated carpools.
<b>Flexible Pavement</b>	A pavement structure that maintains intimate contact with and distributes loads to the subgrade and depends upon aggregate interlock, particle friction, and cohesion for stability.
<b>Flexible work hours</b> <b>(also called flex-time)</b>	A form of alternate work hours. A policy gives employees the option of varying their starting and stopping times each workday. Most policies specify a core period in the middle of the workday (e.g. 10:00 a.m. to 4:00 p.m.) when all employees are required to be present. The intent is to allow employees more flexibility to adjust work hours to meet individual needs and commuting time schedules, e.g. to arrange a carpool or meet a bus.
<b>Flex-time</b>	Allows employees the discretion to choose their own working hours to avoid peak-period traffic
<b>Flyover ramp</b>	A grade-separated, usually high-speed, facility that provides ingress and egress over a freeway mainline facility to a local arterial street, another freeway, or other facility. These can be general-purpose facilities and/or dedicated for HOV use.
<b>FONSI</b>	Finding Of No Significant Impact
<b>Force account work</b>	Prescribed work paid for based on actual costs and appropriate additives.
<b>FPU</b>	Has to do with branch processing units...i.e. as in the PowerPC chips.
<b>Freeway</b>	A divided arterial highway with full control of access.
<b>Fringe parking</b> <b>(Peripheral parking)</b>	A parking facility located immediately outside the central business district, where personal vehicles may be parked and travelers may continue their trips to downtown via transit, carpool, or vanpool.

<b>Frontage road</b>	A local street or road auxiliary to, and located on, the side of an arterial highway for service to abutting property and adjacent areas, and for control of access.
<b>FTA</b>	Federal Transit Administration - division of USDOT that funds transit planning and programs, (formerly UMTA).
<b>Full diamond interchange</b>	An interchange shaped like a diamond with on and off ramps for both directions of travel.
<b>Functional Class</b>	<p>Functional Class Map-a State of Washington functional class system that consists of four classifications: Interstate, Principal Arterial, Minor Arterial and Collector (this map is included in the Priority Array). Functional Classification provides a foundation for planning, implementation and operations. A functional classification system facilitates both the day-to-day decisions and the long-range planning related to land use and transportation.</p> <p>There are two primary functions of a roadway: mobility and land access. Access includes the existence of driveways connecting the street with private property and the availability of part of the street for parking and loading. The mobility function comprises both the capacity to move vehicles and people and the ability to do so at a reasonably high speed. At times, these functions conflict with each other.</p> <p>FC-Functional Class:</p> <p>I=Interstate                      A=Principal Arterial</p> <p>MA=Minor Arterial              C=Collector</p>
<b>FY</b>	Fiscal Year

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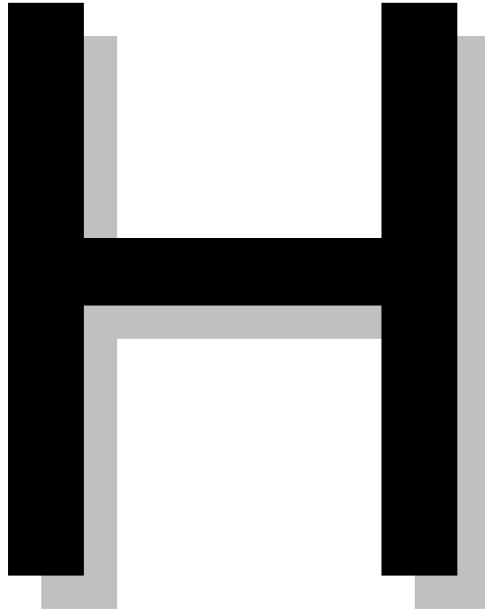


<b>GIS</b>	Geographic Information Systems, GIS is software that combines tabular information with graphic data to model geographic reality. The primary use of GIS is to manage information, analyze data, and, most important, communicate visually different views of the same data for different audiences.
<b>GMA</b>	Growth Management Act (1990, amended 1991) declares "in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning". GMA relates land-use, transportation, capital facilities, housing, public utilities, and environmental protection in its requirements.
<b>Goal</b>	<p><b>1a:</b> the terminal point of a race</p> <p><b>1b:</b> an area to be reached safely in children's games</p> <p><b>2:</b> the end toward which effort is directed: <b><u>AIM</u></b></p> <p><b>3a:</b> an area or object toward which players in various games attempt to advance a ball or puck and usually through or into which it must go to score points</p> <p><b>3b:</b> the act or action of causing a ball or puck to go through or into such a goal</p> <p><b>3c:</b> the score resulting from such an act.</p> <p>Synonym see <b><u>INTENTION</u></b></p>
<b>Gore</b>	<p>The term "gore" generally refers to the area between a through roadway and an exit ramp, the term sometimes is also used to refer to the similar area between a through roadway and a converging entrance ramp. At an entrance terminal the point of convergence (beginning of all paved area) is defined as the "merging area".</p> <p>In shape, layout and extent, the triangular maneuver area at an entrance terminal is much like that at an exit. However, it points downstream and separate traffic streams already in lanes, thereby being less of a decision area. The width at the base of the paved triangular area is narrower, usually being limited to the sum of the shoulder widths on the ramp and freeway plus a narrow physical nose 1.2 to 2.4 m wide.</p>
<b>GPS</b>	Global Positioning System, GPS is a constellation of satellites orbiting the earth twice daily transmitting precise time and position. With a GPS receiver, users can pinpoint their location by bouncing a signal off three satellites, measuring the interval and triangulating position.
<b>GSP</b>	General Special Provisions,
<b>Guaranteed ride home program</b>	A program providing an assured trip for commuters not able to use their normal carpool, vanpool, or bus commute mode because of personal emergencies or work obligations. This can be accomplished through the use of company cars, taxis, or rental vehicles.



<b>Gudgeon</b>	A metal pivot or journal at the end of a shaft or axle, around which a wheel or other device turns. The socket of a hinge into which the pin fits.
<b>GUTS</b>	Guaranteed Ultimate Tensile Strength (measurement for cable strength)

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<b>HAC</b>	High Accident Corridor - a series of mile sections, High Accident Miles (HAMs), meeting the HAM criteria more than 50% of the time across all three groupings.						
<b>HAER</b>	<b>H</b> istorical <b>A</b> merican <b>E</b> ngineering <b>R</b> ecord, a national inventory record kept by the Department of Interior in Washington, D.C. or landmarks, structures or other features of historical value such as bridges, etc. One example is the Purdy Bridge in Purdy near Gig Harbor, Washington. The Purdy Bridge is located on SR 302 and crosses the Burley Lagoon.						
<b>HAL</b>	High Accident Location - identified using the Rate Quality Control method from FHWA's Highway Safety Improvement Program (HSIP).						
<b>HALO</b>	<b>H</b> orizontal <b>A</b> lignment and <b>O</b> ffsets (Microcomputer Software), calculates alignment data for a baseline and up to four offset lines and will calculate the offset from the base line to each offset line.						
<b>HAM</b>	<p>High Accident Miles - those miles experiencing a high accident history over a continuous period of time. Look at a mile long segment every 0.5-mile. A mile segment is further considered for a HAM, or part of a High Accident Corridor (HAC) if the segment is above all three of the following statewide averages:</p> <table> <tr> <td>1) Total severity points per mile</td><td>Avg. = 35 points/mile</td></tr> <tr> <td>2) Severity per accident</td><td>Avg. = 2 points/accident</td></tr> <tr> <td>3) Number of accidents</td><td>Avg. = 15 accidents/mile</td></tr> </table> <p>Based on standard formulas and point ratings on file at WSDOT Headquarters Program Development Section.</p>	1) Total severity points per mile	Avg. = 35 points/mile	2) Severity per accident	Avg. = 2 points/accident	3) Number of accidents	Avg. = 15 accidents/mile
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<b>HCM</b>	Highway Capacity Manual						
<b>HCT</b>	High Capacity Transit						
<b>Headway</b>	The time interval between successive vehicles (measured from bumper to bumper), moving along the same lane in the same direction on a roadway, usually expressed in seconds.						
<b>Heavy Rail</b>	"Heavy" refers to how many people can ride the train not how much the train weighs. Heavy rail operates on separate right-of-way. Trips start and end in the same metropolitan area. Carries up to 40,000 people per track hour. <b>EXAMPLE:</b> San Francisco's BART system.						
<b>High Accident Corridor (HAC)</b>	A series of mile sections (HAMs) meeting the HAM criteria more than 50% of the time across all three groupings.						
<b>High Accident Location (HAL)</b>	High accident locations identified using the Rate Quality Control method, from FHWA's Highway Safety Improvement Program (HSIP).						

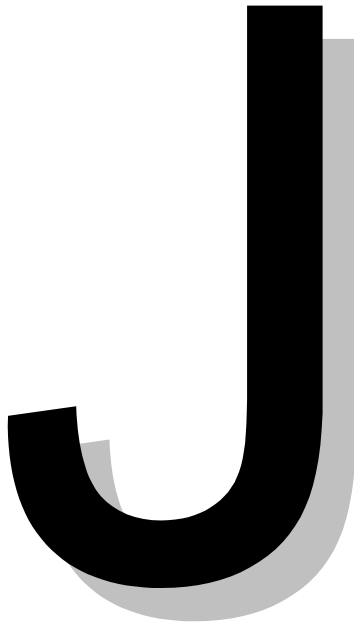
<b>High Accident Miles (HAM)</b>	<p>Those miles experiencing a high accident history over a continuous period of time. Look at a mile long segment every 0.5-mile. A mile segment is further considered for a HAM, or part of a High Accident Corridor (HAC) if the segment is above all three of the following statewide averages:</p> <p>1) Total severity points per mile      Avg. = 35 points/mile  2) Severity per accident                      Avg. = 2 points/accident  3) Number of accidents                      Avg. = 15 accidents/mile</p> <p>Based on standard formulas and point ratings on file at WSDOT Headquarters Program Development Section.</p>
<b>High-Speed Rail</b>	<p>Passenger trains that operate on their own right of way for long distances between cities and at speeds of 125 miles per hour (about 200 kilometers per hour). EXAMPLE: Amtrak's Metroliner service between Washington, D.C. and New York City. Track and safety improvements would be required to make high-speed rail available in the Pacific Northwest. Trains in our region currently operate at a mandated maximum speed of 79 mph.</p>
<b>Horizontal alignment</b>	<p>The straight lines (tangents) and curves of the road.</p>
<b>Horizontal curves</b>	<p>Usually arcs of circles or spirals. Generally, a circular arc makes up the greater portion of the curve. The arcs of varying radii or spirals provide a gradual transition between the circular arc and tangents.</p> <p><b>Simple curves</b> consist of a circular arc tangent to two straight sections of a route...spiral transitions are sometimes used at the ends of circular arcs.</p> <p><b>Broken-back curves</b> consist of an arrangement of curves having a short tangent between two curves in the same direction (undesirable in design).</p> <p><b>Compound curves</b> two or more consecutive curves that are tangential...a two-arc simple curve having its centers on the same side of the common tangent at the junction; a multi-compound curve has three or more centers on the same side of the curve.</p> <p><b>Reverse curves</b> a two-arc simple curve having its centers on opposite sides of the common tangent at the junction;</p>
<b>HOV</b>	<p>High Occupancy Vehicle. Typically any vehicle that carries more than one person, which is called an SOV (Single Occupant Vehicle). HOV lanes are typically reserved for transit, and vehicles carrying 2 or more persons, sometimes 3 or more persons. Motorcycles are also allowed to use the HOV lanes in the State of Washington.</p>
<b>HOV Lane</b>	<p>High Occupancy Vehicle Lane. Reserved for use by high occupancy vehicles (HOVs) either all day or during specified periods (e.g. during the rush hours). An HOV for the purpose of the lane may be a bus, carpool, vanpool or motorcycle.</p>

<b>HOV Lane</b> <b><i>Barrier separated facility</i></b>	An HOV lane that is physically separated by guardrail or concrete median barriers from adjacent mixed-flow freeway lanes. The opposing directions within a barrier-separated facility may be separated by a barrier or buffer.
<b>HOV Lane</b> <b><i>Buffer separated facility</i></b>	An HOV lane(s) that is separated from adjacent mixed-flow (general-purpose) freeway lanes with a designated buffer width of one foot or more. Narrow buffers (1 to 4 feet) are either traversable or non-traversable (i.e. the buffer can legally be crossed at any point or cannot be legally crossed except at designated access points). If buffer is sufficiently wide (12 to 15 feet), it may be considered a refuge for disabled vehicles or for enforcement. (Neither of these uses is recommended).
<b>HOV lane</b> <b><i>Concurrent flow</i></b>	A buffer separated or non-separated HOV lane on which vehicles operate in the same direction as the normal traffic flow. The typical HOV lane in Washington state is a concurrent flow, non-separated HOV lane.
<b>HOV lane</b> <b><i>Contraflow</i></b>	An HOV lane on which HOVs operate in a direction opposite to that of the normal flow of traffic.
<b>HOV Lane</b> <b><i>Barrier separated facility</i></b>	An HOV lane that is physically separated by guardrail or concrete median barriers from adjacent mixed-flow freeway lanes. The opposing directions within a barrier-separated facility may be separated by a barrier or buffer.
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<b>HPMS</b>	Highway Performance Monitoring System
<b>HSGT</b>	High Speed Ground Transportation

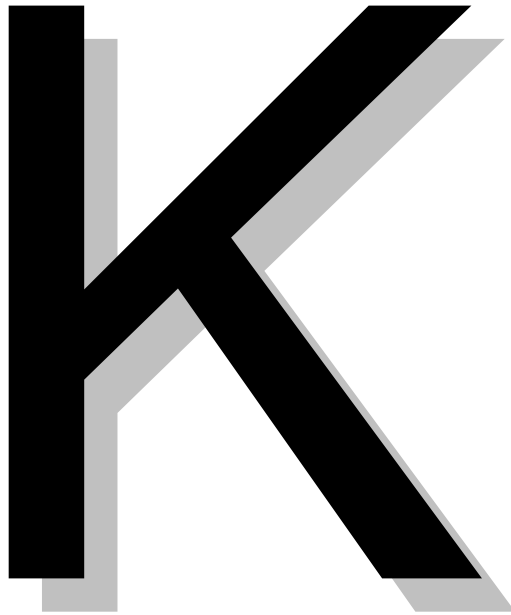


<b>IASS</b>	International Association for Shell and Spatial Structures
<b>I/C</b>	Interchange
<b>ICE</b>	Interstate Cost Estimate
<b>IM</b>	Interstate Maintenance (ISTEA funding category)
<b>Interchange</b>	A separated grade intersection that allows traffic to move freely from one road to another without crossing another line of traffic.
<b>Intersection Improvements</b>	<p>Provide obstruction-free sight triangles (often achieved through slope flattening, selective clearing or both), eliminate skews where possible, separate grades where possible, illumination and other enhancements to improve the safety characteristics of the intersection which may have the desirable collateral effect of improving the transportation characteristics of the intersection.</p> <p>Other improvements that directly address the transportation characteristics of intersections include signing and channelization, there are additional modifications that can be made for signalized intersections...see traffic signal modification in this glossary.</p>
<b>ISA</b>	Initial Site Assessment - 1 <sup>st</sup> look (primarily a records search and "windshield survey") at an area for hazardous materials... if it is determined that hazardous materials will likely be encountered on the project then a PSI - Preliminary Site Investigation, which includes sampling and testing, must be completed
<b>ISTEA</b>	ISTEA-Intermodal Surface Transportation Efficiency Act, act passed in 1991. Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding and an enlarged role for regional planning commissions/MPOs in funding decisions. The act also requires comprehensive regional long-range transportation plans extending to the year 2015 and emphasizes public participation in selecting transportation alternatives.
<b>IT</b>	Information Technology
<b>ITE</b>	Institute of Transportation Engineers
<b>ITS</b>	Intelligent Transportation Systems
<b>IVHS</b>	Intelligent Vehicle Highway Systems - technologies that focus on monitoring, guiding or operating motorized vehicles.

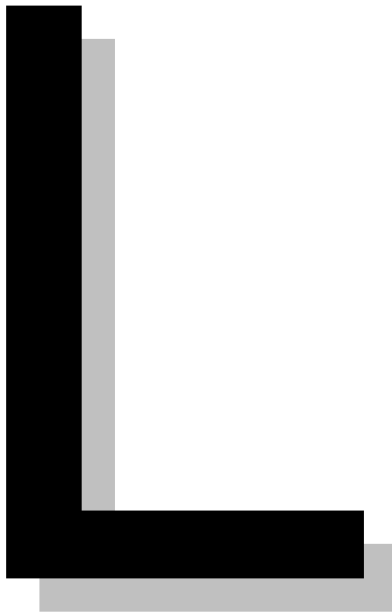




<b>JMCPA</b>	Job Mix Compliance Price Adjustment
<b>JOC</b>	Job Order Contract. JOCs are competitively bid, indefinite quantity, indefinite delivery, and fixed-price construction contracts. They combine many contracts into one that is administered by one project team. They differ from traditional "requirements" contracts in two ways: they cover all types of construction, maintenance, repair and renovation assignments under a single contract, and the contracts are in place before the owner identifies specific requirements.
<b>JRPC</b>	Joint Regional Policy Committee



<b>Kiosk</b>	An open pavilion, gazebo, or other public location on which transportation information can be displayed to the public. Displays may involve several mediums: paper, interactive computers, electronic message displays, etc.
<b>Kiss-and-ride</b>	An access mode to transit whereby passengers (usually commuters) are driven to a transit stop and left to board the transit vehicle, then met after their return trip.

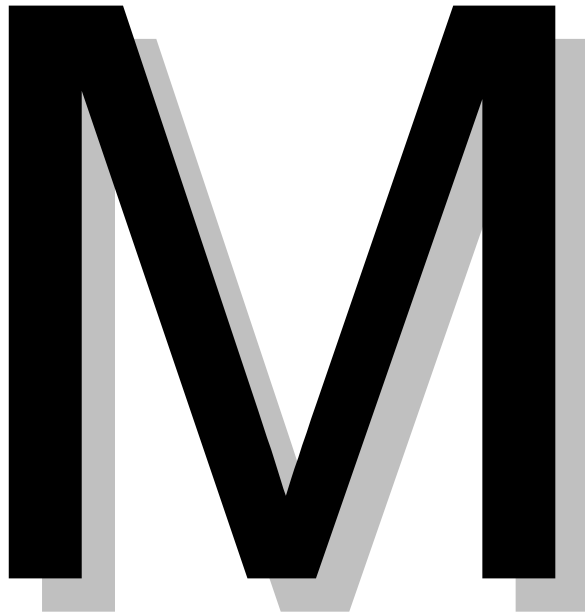


<b>Lane</b>	<p>A portion of street or highway, usually indicated by pavement markings, that is intended for one line of vehicles.</p> <ul style="list-style-type: none"> <li> <b>Auxiliary lane</b>  the portion of roadway adjoining the traveled way for parking, speed change, turning, storage for turning, weaving, truck climbing, or other purposes supplementary to through traffic. Auxiliary lanes are used to comply with capacity requirements; maintain lane balance; accommodate speed change; weaving and maneuvering for entering and exiting traffic; or to encourage carpools, vanpools, and use of transit. </li> <li> <b>Bus lane (bus primary lane, preferential bus lane)</b>  A highway or street lane reserved for buses. </li> <li> <b>Bypass lane</b>  A bypass around a queue of vehicles at ramps or mainline meters. </li> <li> <b>Concurrent flow lane</b>  An HOV lane (commonly the inside lane) that is operated in the same direction as the adjacent mixed-flow lanes, and designated for use during at least a portion of the day. The lane is separated from the adjacent freeway by a standard lane stripe (termed non-separated lane) or buffer. </li> <li> <b>Contraflow lane</b>  An HOV lane operating in a direction opposite to the normal flow of traffic (commonly the inside lane in the off-peak direction of travel), designated for peak direction travel during at least portions of the day. For freeway applications, the lane is separated by plastic pylons or movable barriers. </li> <li> <b>General purpose lane (also known as multi-use lane)</b>  Lanes available for use by all vehicles (trucks, SOVs, HOVs, buses, etc.) </li> <li> <b>HOV lane</b>  See HOV lane </li> <li> <b>Shoulder lane</b>  An HOV lane created on an existing median or outside shoulder of a freeway. </li> <li> <b>Weaving lane</b>  Maneuvering lane for entering and exiting traffic, also see collector-distributor. </li> </ul>
<b>LDD</b>	Local Development District

<b>Least Cost Planning</b>	<p>A planning concept that provides a consistent framework in which alternative resource strategies can be evaluated. In transportation, it is a comprehensive, technically consistent planning method that provides an <i>economic</i> framework to assess the cost-effectiveness of all transportation modes and management strategies, while taking into account all societal costs.</p> <p>Because least cost planning provides an agreed upon analytical framework, the debate is no longer so much about the choice of resources. Instead, attention is focused on insuring the quality of the information characterizing those resources, and integration of that information into the overall system plan.</p> <p>Least cost planning is the planning method of choice for major electric power utilities. As a result demand-side resources -the more efficient use of electricity- have assumed a major role in meeting the region's electricity needs.</p> <p>The first step in least cost planning is to set goals for the least cost plan. The Northwest Power Planning Council established a goal to minimize the total societal costs of meeting the Northwest's electrical energy service needs. Societal costs include all of the costs associated with construction and operating electrical energy resources over their entire life. They include waste disposal and environmental costs as well as monetary costs. The goal focuses on meeting the energy service needs. There is no intrinsic demand for electricity. People need services such as heating and lighting, which can be met either by improving the efficiency of electricity use or increasing conventional supply.</p> <p>A similar argument can be made about transportation planning. Clearly, physical mobility will be the major part of the equation. However it is a means not an end (except for the Sunday drive taken for the trip's sake). The primary end of transportation is <i>access</i> - the ability to carry out the transfers of information, goods, services and human interactions essential to a community. What is important is that we can access the activities and services we need.</p>
<b>Letter Of Authorization</b>	Consultant liaison office
<b>Level of Development</b>	Level of Development Map-categorizes the state highway system into three improvement levels: design standards level, 3R (resurfacing, restoration, and rehabilitation) standards level, and maintaining structural integrity and operational safety level, (this map is included in the Priority Array).
<b>Level of Service (LOS)</b>	The level of service is a measure of how well a transportation facility is serving the volume of vehicles using it. A descriptive measure of the quality and quantity of transportation service provided to users. Quantifiable characteristics such as travel time, travel cost, number of transfers, etc. are considered.

<b>Leveling course</b>	The layer of material placed on an existing surface to eliminate irregularities prior to placing an overlaying course.
<b>LID</b>	Local Improvement District
<b>Light rail</b>	(LRT - Light Rail Transit) An urban railway system characterized by its ability to operate single cars or short trains in streets or exclusive right-of-way, capable of discharging passengers at track or car floor level. "Light" refers to how many people can ride the train, not how much the train weighs. Trips start and end in the same metropolitan area. Light rail train cars generally are shorter than heavy rail cars and carry from 6,000 to 20,000 passengers per track hour. EXAMPLE: Portland Oregon's MAX system.
<b>Line haul</b>	That portion of a commute trip that is express (nonstop) between two points.
<b>LMC</b>	Latex Modified Concrete (LMC) - a Portland cement concrete modified by the addition of one item, latex. This latex is a milky-white emulsion known by the chemical name of styrene-butadiene. It is the "film-forming" properties of this latex in the hardened state that provides the desired reduction in permeability.
<b>LOA</b>	Letter Of Authorization (consultant contract term)
<b>LRFD</b>  <b>One of two common design methods - the other being ASD</b>	<p>Load Resistance and Factor Design - in LRFD uncertainties in both applied loads and structural and material resistances can be better discerned when they are separated and studied individually. The general form of the LRFD equation takes on the following simplified appearance.</p> <p>General LRFD Design Equation: <math>\phi R \geq \gamma \sum L</math></p> <p>Where, <math>\phi</math> = resistance factors (values less than one to account for uncertainties in the materials)</p> <p>R = Resistance Provided</p> <p><math>\gamma</math> = Load factors</p> <p>(values greater than one to account for the possibility that overloads will be applied to the element during its service life.)</p>
<b>LSDC</b>	Low Slump Dense Concrete
<b>LTC</b>	Legislative Transportation Committee, <a href="http://lrc.leg.wa.gov/default.asp">http://lrc.leg.wa.gov/default.asp</a>
<b>Luminaire</b>	Street light.





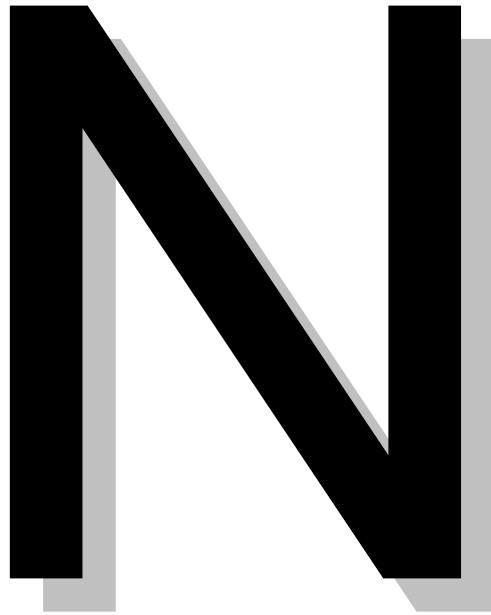
<b>Macadam</b>	A layer of coarse, graded, angular mineral aggregate with a filler of fine aggregate, interlocked by compaction.
<b>MCSAP</b>	Motor Carrier Safety Program
<b>MAR</b>	Material Acceptance Report (MAR) - WSDOT Form, an example is in the Construction Manual.
<b>MDL Master Deliverables List</b>	<p>a standardized Work Breakdown Structure; a comprehensive listing of project elements that is agreed to by all regions –This list is intended as a starting point for the creation of work breakdown structures (WBS) for projects.</p> <p>The Master Deliverables List is organized in project phases and listed down to the deliverables level. There are 10 levels available, the intention is to have consistently applied task names to the deliverables level (usually level 4 or 5) while leaving the remainder for flexible use by project managers and teams. Users of the system will have the ability to add tasks at levels 5 – 10. The only caveat is that all tasks must roll up into the higher-level categories.</p> <p><a href="http://wwwi.wsdot.wa.gov/projects/PDIS/MDL.htm">http://wwwi.wsdot.wa.gov/projects/PDIS/MDL.htm</a></p>
<b>Measures of Effectiveness (MOE)</b>	Are measures or tests, which reflect the degree of attainment of particular objectives. Measures of Effectiveness (MOEs) are used to compare competing alternatives. MOEs are sometimes called performance measures.
<b>Median</b>	The portion of the divided highway separating the traveled way for traffic in opposite directions.
<b>Merging</b>	The converging of separate streams of traffic into a single stream.
<b>Merging end</b>	At an entrance terminal the point of convergence (beginning of all paved area) is defined as the “merging area”. In shape, layout and extent, the triangular maneuver area at an entrance terminal is much like that at an exit. However, it points downstream and separate traffic streams already in lanes, thereby being less of a decision area. The width at the base of the paved triangular area is narrower, usually being limited to the sum of the shoulder widths on the ramp and freeway plus a narrow physical nose 1.2 to 2.4 m wide.
<b>MGRAD</b>	Minimum Guidelines and Requirements for Accessible Design (1982).

<b>MIS</b>	Major Investment Study
<b>MIE</b>	Major Investment Evaluation
<b>MMIS</b>	Major Metropolitan Investment Study
<b>MMTIA</b>	Major Metropolitan Transportation Investment Analysis
<b>MMTIS</b>	Major Metropolitan Transportation Investment Study
<b>MMIA</b>	Major Metropolitan Investment Analysis
<b>MIA</b>	Major Investment Analysis
	Different acronyms all for the same document (MIS is most common). A study to evaluate <b>all</b> alternatives considering all associated benefits and costs. Includes TSM/TDM strategies.
<b>Minor Arterial</b>	Minor arterials provide access to the principal arterial and freeway system. They provide a lower level of travel mobility than principal arterials to major communities within the County. They provide primary access to or through communities of high density residential, commercial or retail, or industrial land areas. They provide access to abutting properties at pre-determined locations. Trip length on minor arterials generally exceed five miles. Minor arterials provide routes for public transit systems between major communities within the County.
<b>Minor collector</b>	Minor collectors provide direct access to local roads and driveway access to abutting properties. They provide for internal distribution of trips within a neighborhood or non-residential area or part of a neighborhood or non-residential area. Minor collectors contain a limited amount of through traffic; traffic is primarily local.
<b>Mitigation</b>	To compensate for wetlands destroyed during construction.
<b>MMA</b>	Methyl-methacrylate
<b>MMC</b>	Microsilica Modified Concrete (MMC) is a Portland cement concrete that is modified by the addition of an admixture known as microsilica or silica fume. Microsilica is a by-product of the steel industry. The gases created during the steel manufacturing process cool rapidly as they rise, forming minute spherical silica particles. Microsilica particles are approximately 100 times smaller than cement particles and consist of over 90% silica-dioxide. MMC improves concrete through a chemical reaction that densifies the final mix. Standard Portland cement concrete allows excess calcium hydroxide to form, this is the white efflorescence seen extruding from many concrete cracks. Microsilica chemically reacts with this free calcium hydroxide to produce more aggregate-binding calcium silicate gel or "glue". This additional glue improves bonding within the concrete matrix and helps reduce permeability, while the reduction of calcium hydroxide improves the concrete durability.
<b>Mobility</b>	Capable of moving from one place to another. As congestion increases, mobility decreases.

<b>Mode</b>	A particular form of travel (i.e., traveling by car, walking, bicycling, traveling by bus, traveling by carpool, traveling by train, etc.)
<b>Mode shift</b>	The shift of people from one mode to another (i.e., shifting from bus to carpool, or from single occupancy vehicles to HOVs or vice versa).
<b>Mode split</b>	A term that describes how many people use alternative forms of transportation. It is the percentage or breakdown of overall trips made by driving alone, carpool, vanpool, and transit.
<b>MOU</b>	Memorandum of Understanding
<b>MPD</b>	Managing Project Delivery. MPD is a way to approach project delivery from team initiation through project closing. Training in MPD is provided and the ATMS course code is B71.
<b>MPDIS</b>	Managing Project Delivery Information Systems. This is the information management software implemented to facilitate better project delivery management around the state. MPDIS is accomplished through the use of our scheduling software PS8, from Scitor. WSDOT purchased and established PS8 as the department scheduling software in 2001.
<b>MPO</b>	<p>Metropolitan Planning Organization (MPO)</p> <p>The agency designated by the governor (or governors in a multi-state areas) to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area over 50,000 population. The MPO is responsible for the 20-year long-range plan and the Transportation Improvement Program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Authority, Regional or Area Planning Council, or Regional or Area Planning Commission. ISTEA provides procedures under which local governments and governor(s) may designate or redesignate an MPO.</p> <p>Metropolitan Planning Organization, have been around since the mid 1960s, following the 1962 Federal Highway Act which first formally legislated cooperation between state DOTs and local communities in urban areas. However, ISTEA greatly expanded MPO authority. MPOs now have the authority to allocate federal funds coming into their regions through the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program.</p> <p>The MPO is responsible for regional transportation planning in an urbanized area. Members are designated by the governor and local elected officials.</p>
<b>MSA</b>	<p>Metropolitan Statistical Area (NOTE: the acronym MSA is also being used by the media in the health-care debate for Medical Savings Account).</p> <p>SMSA = Standard Metropolitan Statistical Area</p> <p>CMSA = Consolidated Metropolitan Statistical Area</p>
<b>MTD</b>	Mass Transfer Device
<b>MTP</b>	Metropolitan Transportation Plan - developed primarily in response to federal mandates in the 1991 ISTEA. This legislation requires well-defined transportation strategies and investments for metropolitan areas (i.e. King, Pierce, Snohomish and Kitsap counties).

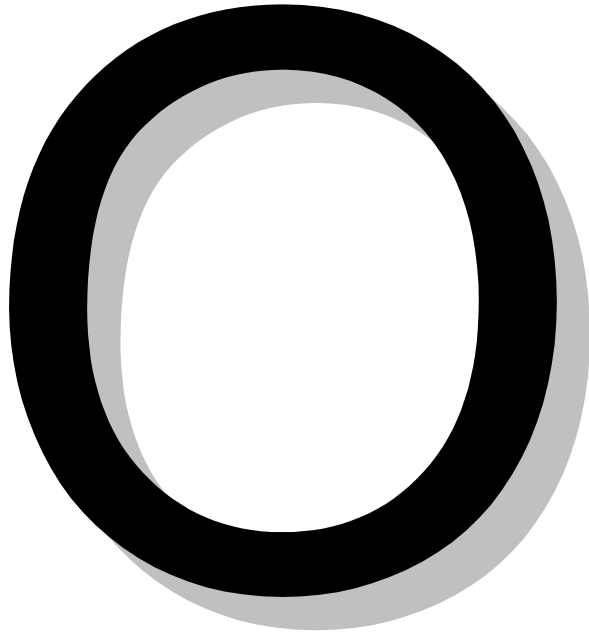
<b>MTS</b>	Metropolitan Transportation System
<b>Multi-lane</b>	Definition (according to OSC Design) of Urban (Multi-Lane) is an urban section with at least two lanes in each direction.
<b>Multi-modal</b>	All types of transportation, typically refers to modes of travel other than the single occupant vehicle.
<b>MVET</b>	Motor Vehicle Excise Tax

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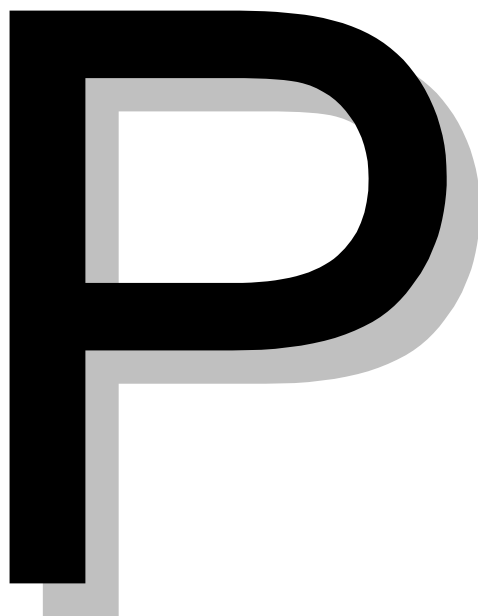


<b>NAAQS</b>	National Ambient Air Quality Standards - federal standards that set allowable concentrations and exposure limits for criteria pollutants. The purpose of these standards is to protect human health.
<b>NCRS</b>	Natural Resources Conservation Service (NCRS) ⇒ formerly called the Soil Conservation Service (SCS)
<b>NDE</b>	Non-destructive Evaluation
<b>NDT</b>	Non-destructive flaw detection technologies
<b>NEPA</b>	National Environmental Policy Act
<b>NHS</b>	National Highway System - will be designated by Congress in 1995 and contain all Interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. ISTEA funding will be available for NHS.
<b>NMAP</b>	No more acronyms please!
<b>NPTS</b>	Nationwide Personal Transportation Survey
<b>NTS</b>	National Transportation System - ISTEA called for the development of a "National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation of the Nation to compete in the global economy, and will move people and goods in an energy efficient manner."
<b>NUCA</b>	National Utility Contractors Association
<b>NWZSIC</b>	National Work Zone Safety Information Clearinghouse





<b>OAPU</b>	Order Adjudicating Public Use (legally identifies property as necessary for public use - the OAPU is obtained during R/W acquisition - usually it is the first step in the condemnation process).
<b>Objectives</b>	Specific, measurable statements related to the attainment of goals.
<b>O-D</b>	Origin-Destination; an O-D study determines where trips originate and what their destination is. O-D studies are common and are a useful tool in planning for the future needs of the traveling public.
<b>Off-peak direction</b>	Direction of lower demand during a peak commuting period. In a radial corridor, the off-peak direction has traditionally been away from the CBD in the morning and toward it in the evening.
<b>Operating Speed</b>	Operating Speed = the highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at any time exceeding the safe speed as determined by the design speed on a section by section basis.
<b>OUM</b>	Office of Urban Mobility



<b>Park and ride lot</b>	A transit, carpool, and/or vanpool facility where people can park their auto and then ride transit or join a carpool or vanpool to work.
<b>Parking management</b>	Measures that favor vehicles used by carpools and vanpools, including the establishment of parking charges for commuter parking, preferential parking for pool vehicles, and the elimination of free or low-cost off-street parking at employment areas. Fringe parking lots may also be established away from the work site in combination with shuttle bus services to keep motor vehicles out of congested employment areas.
<b>Parking management program</b>	Program designed to manage a development's need for on-site parking. Program elements could include carpool certification and monitoring; signing that identifies priority HOV parking, and HOV parking subsidies or discounts.
<b>Parking reduction ordinances</b>	Local government regulations that allow the reduction of zoning requirements for off-street parking in return for developer-sponsored TDM efforts or contributions to a TSM/TDM fund.
<b>Parking supply</b>	Total number of parking spaces within a given area or facility.
<b>Parkway</b>	An arterial highway for noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of park like development.
<b>Partial cloverleaf interchange</b>	An interchange that has one or more loop ramps but less than 4 loop ramps as you find in a full cloverleaf interchange.
<b>Pavement sections</b>	Pavement thickness on a segment of roadway.
<b>PCB</b>	Prestressed Concrete Beam
<b>PCCP</b>	Portland Cement Concrete Pavement
<b>PCR</b>	Pavement Condition Rating, found in the pavement parameter table of the Priority Array, it shows the PCR at which the highway section should be overlaid.
<b>Peak direction</b>	Direction of higher demand during a peak commuting period. In a radial corridor, the peak direction has traditionally been toward the CBD in the morning and away from it in the evening.
<b>Peak hour</b>	The hour during which the highest volume of traffic is using the roadway under consideration.
<b>Peak period</b>	Portion of the day in which the heaviest demand occurs for a given transportation corridor or region, usually defined as a morning or evening period of two or more hours.

<b>Personal digital assistant (PDA)</b>	<p>A mobile device, kind of a highbred combination of pager, personal date book, phone book and personal assistant (hence the name personal digital assistant). Uses for the PDA currently are directed toward mobile professionals. PDAs typically employ wireless digital communication technology (i.e. cell phones). The industry believes the trend is to combine cellular telephone with a PDA. The concept of PDAs in transportation follows the premise that information is an essential element of urban transportation services. The manner by which information is managed and presented has great effects on the image, attractiveness and, consequently, the ridership of public transportation. In the case of a transit trip, the traveler is responsible for obtaining the schedule and fare tables an interpreting it to develop a trip itinerary. Further, the availability of a return trip must be checked in order to initiate a trip by transit. Compared with a trip by auto, a trip by transit imposes a much greater task in trip planning on the part of the traveler.</p> <p>For a transit system that has a complicated multi-modal network, interpreting the schedules and making an itinerary, which usually involves transfers among different modes, demand significant time and effort to non-captive riders. Lack of systematic and consistent information, it is thought by some, is one reason transit is used only by captive and/or repeat users who are familiar with the system. With advances in computer and communications technologies, it is conceivable to devise a system that delivers information of the transit services and operating status to potential users when and where they need it. The information can be tailored to the individual users and presented in a form which relevant to decision to be made at that moment. This system is called by some an Intelligent Transit Mobility System (ITMS), and one component of this could be a Personal Digital Assistant (PDA), which would make the information available to the user at any time or place. The information available would be real-time information.</p> <p>For more discussion, see the USDOT/FTA Paper titled "<u>Advanced Traveler Aid Systems for Public Transportation, The Intelligent Transit Mobility System (ITMS)</u>", September 1994.</p>
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<b>Plan</b>	A proposed project or purpose for the accomplishment of an objective.
<b>Planning</b>	To make plans (formulate a scheme/program for accomplishment of goals).
<b>PMS Pavement Rank</b>	<p>PMS Pavement Rank-pavement condition survey data projected using PMS pavement curves to the year in which paving is needed. These sections are then ranked statewide.</p> <p>Letter codes used next to the pavement rank are:</p> <p>A for asphalt concrete</p> <p>B for bituminous</p> <p>C for Portland cement concrete pavements</p> <p>G for gravel</p> <p>A/C for ACP over concrete</p> <p>B/C for BST over concrete</p> <p>No pavement rank is shown for gravel or major bridge sections. The date in parenthesis after the statewide pavement rank is the last year the section of highway was paved. A 'W' stands for work in program</p>

<b>Positive guidance</b>	<p>An approach to enhance safety and operational efficiency of hazardous or inefficient locations. This approach combines the highway engineering and human factors technologies to produce an information system matched to the characteristics of the location and the attributes of drivers. Positive guidance is designed to provide high-payoff, short-range solutions to safety and operational problems at relatively low cost. It is based on the premise that a driver can be given sufficient information to avoid accidents and/or drive efficiently at hazardous locations or locations with operational problems. The Positive Guidance procedure consists of six major functions:</p> <ul style="list-style-type: none"> <li>A - Collect Data</li> <li>B - Specify Problems</li> <li>C - Define Driver Performance Factors</li> <li>D - Define Information Requirements</li> <li>E - Determine Positive Guidance Information (including plan implementation)</li> <li>F - Evaluation</li> </ul> <p>Positive Guidance Plans typically include advance signing and symbolic overhead signing. Route verification and final decision point signing are displayed and supplemental pavement markings can be used for clear lane use requirements. This establishes driver commitment and allows for early identification of intended routings. Positive Guidance Plans are often implemented in conjunction with geometric changes. Displaying signal heads over travel lanes, and in the same plane or field of vision as overhead sign structures allows for quicker driver response and reaction to changing conditions as primacy of signs normally draws attention away from signalization at this point. Measures of effectiveness can include:</p> <ul style="list-style-type: none"> <li>-Traffic Volumes</li> <li>-Critical lane use</li> <li>-Intersection Delay (Average and Stop Time)</li> <li>-Percent Vehicles Stopping</li> <li>-Approach Speed</li> <li>-Accident Analysis</li> <li>-Conflict Analysis</li> </ul>
<b>PPMOC</b>	Program Project Management Oversight Committee
<b>Program</b>	A group of projects having specified schedules and costs.
<b>Programming</b>	The process of developing a list of prioritized projects, with accurate cost estimates and spending plans, to put forward for the legislature to approve for funding. The heart of this effort is prioritizing projects within their various program and sub-program categories (preservation and improvement) safety, mobility, etc.

<b>Programming and Operations Manual</b>	A manual published by the WSDOT Planning and Programming Service Center Program Management Office in Olympia that describes the role of Program Management within WSDOT.
<b>PSPC</b>	PSPC-Polyester-Styrene Polymer Concrete, PSPC overlays are designed to provide the durability of a modified concrete and allow the rapid construction characteristics of a thin PC overlay. PSPC overlays are pre-blended prior to placement similar to MMA overlays. The polyester resin is generally less expensive than the thin PC resins which allows a thicker overlay for approximately the same price. (See Bridge Deck Program)
<b>Preferential parking</b>	Assigning the most desirable parking spaces for use of carpool and vanpool vehicles. In addition, parking charges may be partially reduced or eliminated for pool vehicles. Pool vehicles may also be exempted from any hourly parking limits that exist.
<b>PSI</b>	Preliminary Site Investigation, which includes sampling and testing, must be completed after an ISA (Initial Site Assessment) has been completed and the initial site assessment determines that hazardous materials will likely be encountered in the project area.
<b>Principal Arterial</b>	Provides either full or semi-controlled access and includes the freeway system and all State routes. Principal arterials form the backbone of the highway system and should be design to provide as high a level of service as is practicable. Principal arterials provide for movement between urban and rural intra-County population centers. As such, this roadway facility classification predominantly serves "through" traffic with minimum direct service to abutting land uses. The Washington State Ferry system routes act as principal arterials connecting one urban area within the region to another.
<b>Priority array</b>	<b>A biennial programming study of Primary Highway Priorities by State Route mandated by RCW 47.05.</b>  The Priority Array is prepared by the Washington State Department of Transportation Program Development Office and Published during even number years using the most recent data describing highway conditions. The array contains a listing of all highway sections arranged by district and ranked within priority groups. Thus, it defines the priority of sections of highway requiring improvement work. It is designed to satisfy the Revised Code of Washington (RCW) Title 47.05, which requires the used of a priority selection system.
<b>Priority Group/Level</b>	The letter indicates the priority group: A for hazardous accident location, B for bridge replacement/rehabilitation, and P for pavement condition. A number (1, 2, or 3) is used with the pavement condition group corresponding generally to sections which should be addressed in the first, second or third biennium.
<b>Program Development</b>	Specific work site events designed to educate and inform employees of their commute options and available incentives. The promotion may be an on-site event tow to four hours long or a distribution of materials to all employees.



<b>Project</b>	The <i><b>Project Management Institute</b></i> defines a <b>project</b> to be "a <u>temporary</u> endeavor undertaken to create a <u>unique</u> product or service." <b>Projects</b> are distinct from "operations," which are usually <u>ongoing</u> and <u>repetitive</u> activities.
<b>Project Manager</b>	A <b>project manager</b> then is any person assigned to lead a team toward completion of a <b>project</b> . A <b>project manager</b> applies specialized knowledge, skills, tools, and techniques in order to meet customer expectations of a <b>project</b> .
<b>Promotions</b> (relating to commute options)	Specific work site events designed to educate and inform employees of their commute options and available incentives. The promotion may be an on-site event two to four hours long or a distribution of materials to all employees.
<b>Prospectus</b>	Description of a project.
<b>PSCOG</b>	Puget Sound Council Of Governments now called PSRC
<b>PSE / PS&amp;E</b>	Plans Specifications and Estimate. This is the set of contract plans with specifications and the design engineer's estimate for a project.
<b>PSRC</b>	Puget Sound Regional Council (the MPO for King, Pierce, Snohomish and Kitsap counties) formerly called PSCOG
<b>PTBA</b>	Public Transportation Benefit Area
<b>PTR</b>	Permanent Traffic Recorder
<b>Pumping</b>	The ejection of foundation material, either wet or dry, through joints or cracks or along edges of rigid slabs, due to vertical movements of the slab under traffic.

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<b>Queue</b>	A string of people or vehicles. (Also, see bypass for queue bypass).
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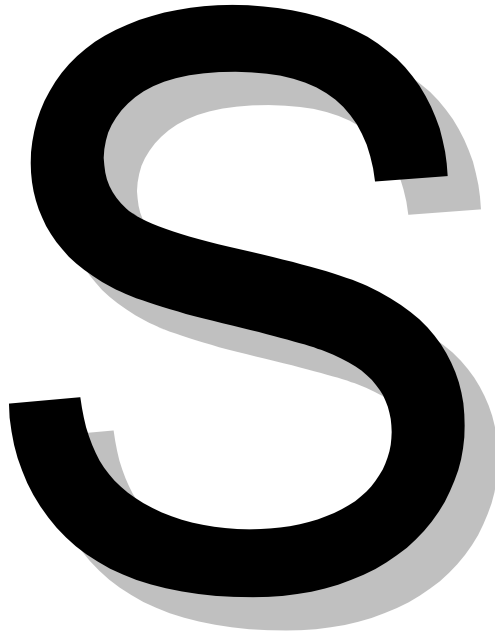


<b>Ramp metering</b>	A procedure used to reduce congestion on a freeway facility by managing vehicle flow from local access entrance ramps. An entrance ramp is equipped with a metering device and traffic signal that allows vehicles to enter a facility at a controlled rate.
<b>RAMS</b>	Request for Approval of Materials Sources, a standard form used by WSDOT construction engineers/inspectors for gaining approval of Materials Sources, an example can be found in the Construction Manual.
<b>Route Termini Index</b>	A common location - description - name listing of the current statewide system.
<b>RJC</b>	Road Jurisdiction Committee.
<b>R/U</b>	R/U-Rural or Urban area as defined by Roadway Inventory.
<b>RID</b>	Road Improvement District.
<b>RAP</b>	Rural Arterial Program
<b>Rapid rail</b>	(RRT - Rapid Rail Transit) An urban railway system characterized by high-speed trains operating in exclusive right-of-way without grade crossings and served by platforms at stations.
<b>RDP</b>	Route Development Plan
<b>Reconnaissance report</b>	Investigation/exploration of an area for the purposes of building a highway.
<b>Resurfacing</b>	A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.
<b>Reversible lanes</b>	Lanes that the direction of traffic can be reversed. I-5 has reversible lanes in Seattle.
<b>RID</b>	Road Improvement District.
<b>Ride match</b>	A carpool, vanpool, and buspool matching service. Commuters are matched with others having similar commute trip origins, destinations, and schedules.
<b>Ride sharing</b>	Also see carpool; sharing of one vehicle by two or more commuters. While the concept of ridesharing applies primarily to carpools and vanpools, it is sometimes applied to transit as well.
<b>Right-of-way</b>	Land owned by the state for the purposes of highway and transportation facility construction.
<b>Risk Miles</b>	Those sections of highway that have a higher probability of accidents over a continuous period of time.
<b>Roadway sections</b>	The shoulder and lane widths of a section of roadway.
<b>ROD</b>	Record of Decision

<b>Route</b>	A statutory designated highway, being a new highway or existing highway with new alignments, and is laid out as running to or by way of certain designated points, without specifying the particular way to be followed to or by way of such points. Each route may contain one or more corridors.
<b>RTA</b>	Regional Transit Authority - affiliated with Metro They are the "rail advocate" arm of Metro. Both light rail and other rail options.
<b>RTC</b>	Rails to Trails Conservancy
<b>RTP</b>	Regional Transit Project or a Regional Transportation Plan
<b>RTPO</b>	Regional Transportation Planning Organization
<b>Rumble strips</b>	Raised pavement markers that cause a vehicle to vibrate and generate noise to alert the driver of the vehicle.

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<b>SB</b>	SB-Steel Beam
<b>SC &amp; DI</b>	Surveillance Control and Driver Information. A remotely operated system for monitoring and managing the operation of an HOV and/or freeway facility to better assure acceptable traffic operation and improved responsiveness to incidents. Major elements are (a) Surveillance - collection and processing of data by detectors and visible verification by closed circuit television: (b) Communications -- presentation of operation information to motorists through signs, delineation, signals, and/or auditory means: and (c) Control -- application of traffic restraints or direction of flow by signs, barrier gates, and signals.
<b>SCoRE</b> (some call this "CEVP light", see CEVP)	SCoRE (Scope, Cost, and Risk Evaluation) – a peer level review/"due diligence analysis on the scope schedule and cost estimate for projects. Evaluates the quality and completeness, including anticipated risk and variability, of the projected cost and schedule.  Objective: The SCoRE workshop is intended to provide an Evaluation of the cost and schedule estimates for a WSDOT or Regional transportation project. It considers data about the project brought by representatives of the Project Team. The depth, detail and completeness of the Project Team information will be a determining factor in the final SCoRE output and it is critical to have a clearly defined scope for the project at the beginning of the workshop. If there is uncertainty about scope, this issue must be resolved at the start of the session.
<b>SCS</b>	Soil Conservation Service ⇒ changed its name to Natural Resources Conservation Service (NCRS)
<b>Scope of work</b>	Defines the limits of the project. Establishes boundaries for the work to be performed.
<b>Seismic loads</b>	Loads experienced by structures during earthquakes.
<b>SEPA</b>	State Environmental Policy Act
<b>Sight distance</b>	Minimum distance necessary for a driver to see conflicting traffic and take the action necessary to avoid colliding with that traffic.

<b>SHPO</b>	<p>The acronym SHPO stands for State Historic Preservation Officer - each state, U.S. territory and protectorate has their own SHPO usually appointed by the governor or such jurisdictions.</p> <p>A SHPO is the official responsible for ensuring that the Federal National Historic Preservation Act (which includes Section 106 &amp; 110 covering historic properties and national historic landmarks, respectively) is satisfied for federal undertakings, along with the federal agency, the Advisory Council for Historic Preservation (ACHP, or Council).</p> <p>There is also a National Conference of SHPOs that, among other things, considers larger multi-state or nationwide federal undertakings. There are also Tribal Historic Preservation Officers (THPOs) that have similar responsibilities for federal undertakings on tribal reservations - see Environmental Procedures Manual. Further information can be obtained by going to <a href="http://spirit.lib.uconn.edu/ArchNet/Topical/CRM/crmshpo.html">http://spirit.lib.uconn.edu/ArchNet/Topical/CRM/crmshpo.html</a></p>
<b>SHRP</b>	<p>SHRP= Strategic Highway Research Program. It is a unit of the National Research Council that was authorized by section 128 of the Surface Transportation and Uniform Relocation Assistance Act, 1987.</p>

<b>Signal Terms</b>	<p><b>Pre-timed signal</b> - Service movements in a fixed sequence and with a fixed amount of green time to a each movement, cycle after cycle.</p> <p><b>Actuated signal</b> - Controller responds to varying demands on each approach to adjust sequence and green times on each cycle.</p> <p><b>Coordinated operation</b> - Applied to the intersection between two or more intersection controllers that allow vehicles to traverse the roadway with a minimum disruption.</p> <p><b>Isolated (Free) operation</b> - single signalized intersection through which the flow of traffic is controlled without giving any consideration to the operation of adjacent signalized intersection.</p> <p><b>Stopped delay</b> is defined as that period of time when vehicles are in a locked-wheel position on an intersection approach. Stopped delay does not include the delay time when vehicles move up in a queue (that is, when their wheels are not completely locked), nor does it include the deceleration/acceleration delay time associated with the stopping and starting maneuvers, respectively.</p> <p><b><u>Definitions</u></b></p> <p><b>Cycle</b> -The total time required to complete one sequence of signalization around an intersection. In basic pretimed control the cycle length is fixed; in actuation the cycle length varies (up to predetermined maximum) according to the number of vehicles involved.</p> <p><b>Offset</b> - The relationship between two or more intersection controls along an artery such that vehicles starting at a reference point may proceed along the artery at a predetermined speed without stoppage. Is accomplished by resetting each intersection control from a master control to select the artery green point capable of true progression.</p> <p><b>Split</b> - The Division of time within the signal cycle between adjacent phase in the sequence</p> <p><b>Phase</b> - portion of signal cycle during which an assignment of right of way is made to given traffic movement(s). A phase is typically composed of vehicle green, yellow and any all red clearance intervals.</p> <p><b>Ring</b> - an ordered sequencing of mutually exclusive phases</p>
<b>SIP</b>	<p>State Implementation Plan - required documents prepared by states and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act (CAA).</p>
<b>Skew angle</b>	<p>Any angle other than 90 degrees. It is desirable for two intersecting roadways to intersect at 90 degrees or nearly 90 degrees. Skew angles increase driver discomfort and make it difficult to fully utilize the sight distance that is available. Skew angles also increase the distance a vehicle must travel when crossing a roadway, exposing it to conflicting traffic movements for a longer period of time.</p>
<b>Skid number</b>	<p>The coefficient of skid resistance (locked tire) times 100.</p>

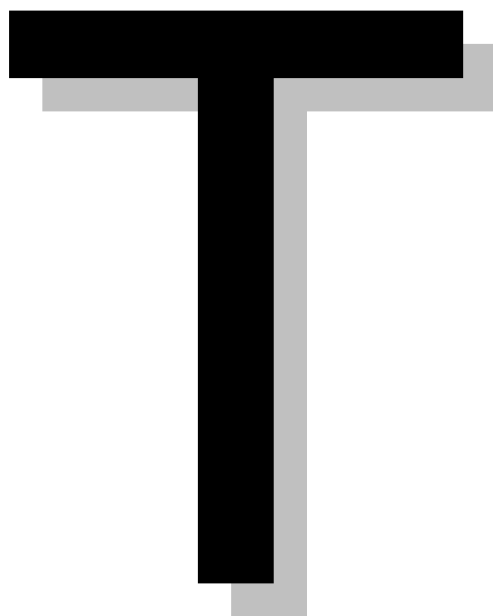
<b>Skid resistance</b>	The frictional force between a locked tire and a pavement, which force resists motion.
<b>Slack time</b>	The maximum time that an activity can be delayed without causing the project to fall behind schedule. Slack time is always minimum or zero along the critical path. Slack time is known as <i>float time</i> .
<b>SOR</b>	Systems Operations Review
<b>SOV</b>	Single Occupant Vehicle - a vehicle carrying only the driver.
<b>SPTP</b>	State Public Transportation Plan
<b>SRPP</b>	State Rail Passenger Program
<b>Speed</b>	<p>Speed-a rate of motion expressed as distance per unit time.</p> <p><b><u>Speed Limits</u></b></p> <p><b>Posted Speed</b> - the maximum speed that is allowed</p> <p><b>Posted Advisory Speed</b> - the maximum safe speed that is recommended around a corner.</p> <p><b>Design Speed</b> - the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable the design features of the highway govern.</p> <p><b>Operating Speed</b> - the highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at any time exceeding the safe speed as determined by the design speed on a section by section basis.</p>
<b>Speed-change lanes</b>	Lanes provided for traffic to accelerate if they are entering a higher speed road or decelerate if they are entering a lower speed road.
<b>Staged construction</b>	Construction performed in a logical sequence. Each stage of construction completes an important part of the facility being built.
<b>Staggered work hours</b>	A form of alternative work hour schedule where all employees in an organization are arbitrarily assigned by their employer daily start and stop times. These times are staggered over a range of 15 minutes to two hours. Employees generally have little choice in their work hours. The intent is to spread out commuting peaks.
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STP</b>	Surface Transportation Program - a new categorical funding program created with the ISTEA. Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and transit safety improvements; bicycle and pedestrian facilities; scenic and historical transportation facilities; and, preservation of abandoned transportation corridors.
<b>STPP</b>	Surface Transportation Policy Project

<b>Subsidy</b>	The employer or owner subsidizes partially or fully, the out-of-pocket cost of their own employee or a tenant's employee work trip. Subsidy options can include transit passes, carpool parking fees, vanpool fares and guaranteed rides home.
<b>Suburban activity center (SAC)</b>	An activity center located outside the downtown core of a metropolitan area.
<b>Strategic arterial street (SAS)</b>	A suggested new functional class of an urban roadway facility offered in Research Report 1107-4 by the Texas DOT, through their Center for Transportation Research. Synonym for "super street" defined in this glossary. The concept of a strategic arterial would have its functional roadway classification just below freeways & expressways and above primary arterials.

<b>Super street</b>	<p>Super Street (or regional arterial) concepts typically consist of an upgraded arterial street with certain distinct design and operating characteristics. It would have design speeds of 40 to 50 mph, grade separations at railroads and some or most cross streets, partial access control, and favored treatment for arterial traffic at non-grade separated intersections. In addition it would include median barrier separation, very few or no left-turns and an auxiliary collector-distributor lane for entering and exiting traffic.</p> <p>This concept is not a freeway, although it has many similar characteristics. The primary differences are lower design speeds, partial access control, and infrequent non-grade separated intersections. Typically they are intended for short to intermediate trips lengths (i.e. 3 to 10 miles). Signal timing policies should provide 70% of the available intersection green time to movements on the super street as the desired minimum. If the super street is used as a transit route boarding and debarking should be premiered in appropriately designed bus-turnouts to minimize disruption to traffic flow.</p> <p>Super streets require a highly disciplined operating policy. Most of the above information was taken from a Texas case study conducted through the Southwest Region University Transportation Center. The term "superstreet" is used to describe higher quality street improvements to provide not only increased traffic capacity but also increase travel speeds, reliability of operations, and range of service.</p> <p>Whether a street is truly "super" is in the eye of the user. The term is intended to convey the idea of a street delivering traffic service of a quality significantly higher than the prevailing community standards but less than that expected from a freeway. The term may have been first coined by the Orange County, California, Transportation Commission in the mid-1970's in order to call attention to and promote improvements to some principal arterial thoroughfares. More specifically the Orange County concept is to upgrade selected arterial streets by widening intersections, re-striping and improving traffic signal coordination, closing median openings, consolidating driveways, controlling access, installing grade separations at critical intersections, and adding lanes along some segments.</p> <p>OTHER TERMS USED FOR THIS TYPE OF FACILITY INCLUDE:</p> <ul style="list-style-type: none"> <li>Strategic Arterial Street (SAS)</li> <li>Principal Arterial</li> <li>High-Flow Arterial</li> <li>Continuous Flow Boulevard</li> <li>Regional Arterial</li> <li>Regional Thoroughfare</li> </ul>
<b>Surety</b>	<p>The corporation, partnership, or individual, other than the contractor, executing a bond furnished by the contractor.</p>

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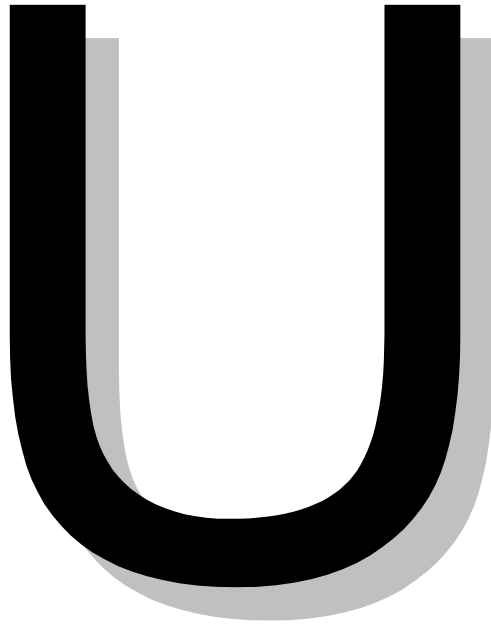
<b>TAG</b>	Transportation Analysis Group
<b>Take a lane</b>	A general implementation approach whereby an HOV facility is created by taking or borrowing use of a mixed-flow lane on a freeway, usually by pavement markings and signing. This approach is rarely used has met with fierce public backlash when its attempted.
<b>TAZ</b>	Transportation Analysis Zone
<b>TCM</b>	Transportation Control Measures - transportation measures typically associated with manage transportation related emissions in an effort to improve air quality.
<b>TDM</b>	<p>Travel (or Transportation) Demand Management - strategies to "manage" demand placed on the transportation infrastructure. TDM is receiving greater attention than in the past when supply management (i.e. where to build new highways) was almost the only issue examined. TDM is one category of TSM actions. TDM strategies may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>✓ Telecommuting/teleworking</li> <li>✓ Carpool Matching Services (Ride Sharing)</li> <li>✓ Education</li> <li>✓ Mail-order services</li> <li>✓ Flex-time</li> <li>✓ Staggered Work Shifts</li> <li>✓ Congestion Pricing</li> <li>✓ Parking Rates/availability</li> </ul> <p>Policies, programs and actions implemented to increase the use of HOVs and/or spread the timing of travel to less congested time periods through alternate work hour programs and other strategies.</p>
<b>TDM ordinances</b>	See trip reduction ordinances
<b>TDM plan</b>	A plan developed for a corridor, CBD, or a specific employment site for the purpose of discouraging SOV commutes and encouraging work travel by HOVs, and mitigating traffic impacts on road networks. A TDM plan should serve the specific transportation needs of employees and residents, reduce drive-alone vehicle trips and reduce the parking demand at the work site.
<b>TDM program</b>	A jurisdiction's overall traffic operational and development policies that implements the plan and require programmatic actions on the part of the proponent or developer.
<b>TDP</b>	Transit Development Plan
<b>TEA's</b>	Transportation Enhancement Activities

<b>TEA-21</b>	Transportation Equity Act. This is the Act (passed in 1998) that followed ISTEA. This act leaves the basic program structure created by ISTEA in tact. Which includes: <i>The National Highway System (NHS)</i> <i>The Interstate Maintenance Program</i> <i>The Surface Transportation Program (STP)</i> <i>Flexibility between the highway programs and transit.</i> And several new programs: <i>National Corridor Planning and Development Program and Coordinated Border Infrastructure Program.</i> <i>The Transportation Infrastructure Finance and Innovation Act</i> <i>The Interstate Reconstruction and Rehabilitation Pilot Program.</i>
<b>TEF</b>	Transportation Equipment Fund ("stores" acquisition of equipment for the region)
<b>Telecommuting aka Teleworking</b>	Telecommuting-"the partial or total substitution of telecommunications and/or computer technology for the daily commute to and from work." (ITE Journal, December 1992 pg.40.) A strategy that is increasing in popularity among employees and employers that reduces demand on transportation systems during peak periods.
<b>TI</b>	TI-Traffic Index, an expression of the volume and character of traffic which has a direct effect on the design of the pavement. The TI is supplied to the headquarters Materials Laboratory by the headquarters Traffic Data Office and is base on a traffic analysis by vehicle classification. (See Section 520 of the WSDOT Design Manual).
<b>TIA</b>	Transportation Improvement Account
<b>TIB</b>	Transportation Improvement Board
<b>TIP</b>	Transportation Improvement Program - this is a document prepared by states and planning commissions citing projects to be funded under federal transportation programs for a full-year period. Without TIP inclusion, a project is ineligible for federal funding.

<b>TMA</b>	<p>Transportation Management Area (TMA)</p> <p>Areas subject to special requirements under ISTEA and in some cases benefit from preferential treatment with regard to air quality needs and local authority to select transportation projects. Any urban area over 200,000 population is automatically a Transportation Management Area, which subjects it to additional planning requirements but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Additional areas may be designated TMAs if the Governor and the MPO or affected local officials request designation. Such a designation would entitle them to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. TMAs must also prepare Congestion Management Systems.</p> <p>Transportation Management Association - an organization of developers, property managers, employers and public officials to cooperatively promote and provide programs that mitigate traffic congestion, assist commuters, and otherwise encourage improved travel in a given area. Such organizations can serve as forums in which the private sector and state and local governments meet to address jointly current and future needs.</p>
<b>TMO</b>	Transportation Management Organization - same as TMA
<b>TORT CLAIMS</b>	Regarding amounts provided in the budget, tort claims are payments for claims based on a grievance for which the state has been found to be legally responsible; a tort is a wrongful act other than a breach of contract for which a civil action for damages can be brought.
<b>TPO</b>	Transportation Planning Organization
<b>TRAC</b>	Transportation Center (WSDOT research center)
<b>Traffic mitigation</b>	The use of TDM techniques to reduce the traffic impact of new development.
<b>Traffic signal modification</b>	<p>TSM strategy that includes but is not limited to:</p> <ul style="list-style-type: none"> <li>More efficient timing (timing changes)</li> <li>More loops</li> <li>Signal Coordination</li> <li>Doing signal interconnect work</li> <li>Rebuilding signalized intersection - improved channelization</li> <li>Upgraded controllers</li> </ul>
<b>Transit</b>	Passenger transportation that is available to any person who pays a prescribed fare. Operating on established schedules along fixed routes and designated stops, it is designed to move relatively large groups of people at one time.
<b>Transit center</b>	(Transit station) A mode transfer facility serving transit buses and other modes such as automobiles, bicycles, and pedestrians.
<b>Transportation</b>	Moving people and things from one place to another.
<b>Transportation management</b>	A concept that includes the use of TDM and TSM techniques in order to lessen traffic impacts of development and encourage private sector improvement to accommodate traffic growth. Sometimes referred to as traffic mitigation.

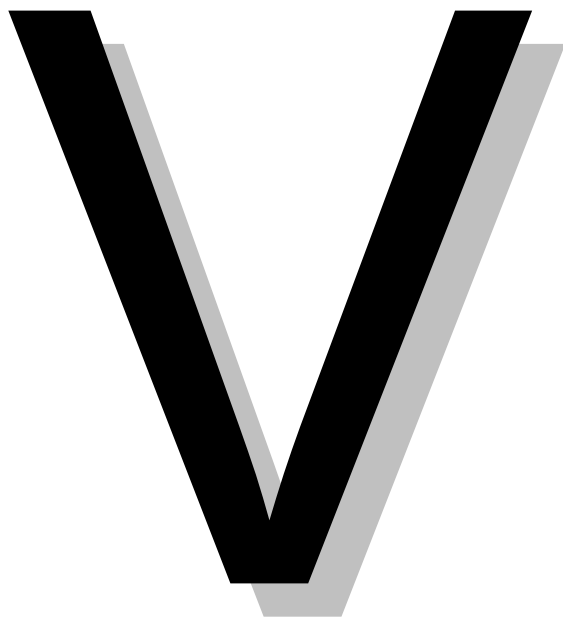
<b>Transportation planning</b>	<p>A process that involves:</p> <p>Understanding types of decisions to be made;</p> <p>Assessing opportunities/limitations of the future;</p> <p>Identify consequences of alternatives;</p> <p>Relate alternatives to goals and objectives;</p> <p>Present information to decision-makers.</p>
<b>Travel time</b>	The time it takes a vehicle to travel a segment of highway or from one point to another point.
<b>TRO's</b>	Trip Reduction Ordinances - regulations passed by local government requiring developers, property owners, and employers to participate or assist in financing transportation management efforts. In many instances, such ordinances specify a target reduction in the number of vehicle trips expected from a development based on standardized trip reduction rates.
<b>TRPC</b>	Thurston Regional Planning Council
<b>Trunnion</b>	A pin or gudgeon, especially either of two small cylindrical projections on a cannon forming an axis on which it pivots.

<b>TSM</b>	<p>Transportation System Management (TSM) -concept was introduced by the U.S. Dept. of Transportation in 1975. The objective, as defined in the federal planning regulations, was "to coordinate automobile, public transit, taxis, pedestrians, and bicycles through operating, regulatory, and service policies to achieve maximum efficiency and productivity as a whole." The intent was to redress the balance between short- and long-range planning and to encourage communities to make more efficient use of existing transportation resources.</p> <p>The use of low capital improvements to increase the efficiency of road transportation and transit services. Sometimes the term also is applied to techniques used to reduce the demand for travel in a defined area (see TDM).</p> <p>TSM is multi-valued in perspective, multi-modal in nature, and short-range in emphasis.</p> <p>Transportation Systems Management - strategies to increase the efficiency of the existing transportation system. TSM actions may include operational improvements to the existing transportation system, new facilities, and demand management strategies. Specific TSM actions can include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>✓ High Occupancy Vehicle (HOV) lanes</li> <li>✓ Traffic Signal Coordination and enhanced detection (traffic engineering)</li> <li>✓ Ramp Metering</li> <li>✓ Reversible lanes</li> <li>✓ Access Management</li> <li>✓ Parking Management (i.e. street parking, park &amp; ride lots)</li> </ul> <p>TSM as an activity is not new, for we have been managing our street and public transport systems for over 75 years. William Phelps Eno's classic "Suggested Rules and Reforms for Management of Street Traffic" appeared in 1903, and was made into law by the New York City Board of Aldermen as the nation's first traffic code. Miller McClintock's "Street Traffic Control" in 1925, set forth the principles that underlie traffic engineering. What is new is the emphasis on system coordination, the incorporation of system management into the planning process, and the increasing recognition of management as a means to meet transport needs.</p>
<b>TSMC</b>	Transportation System Management Center
<b>Turn-back line</b>	A turn-back line is shown as that line between right of way needed for highway purposes and right of way that will be relinquished to others.
<b>TWLTL</b>	Two-way Left-Turn Lane



<b>UAB</b>	Urban Arterial Board - a state government agency to fund local projects. Projects are selected through an evaluation process...those projects with support from more than one governing body (i.e. city, county, state or other) tend to receive support from UAB.
<b>UGA</b>	Urban Growth Area
<b>UMTA</b>	Urban Mass Transportation Administration (now called FTA)
<b>UPWP</b>	Unified Planning Work Program - this is the scope of work that each RTPPO enters into with WSDOT. Each work program covers a fiscal year. It describes the work methods and anticipated products that the RTPPO will utilize in its planning work.
<b>USDOT</b>	United States Department of Transportation - principal direct federal funding and regulating agency for transportation facilities and programs. Contains FHWA and FTA.
<b>UTW</b>	Ultra-Thin Whitetopping. A technique/process in which 50 to 100 millimeters of high-strength, fiber-reinforced concrete is placed over a milled surface of distressed asphalt concrete paving. UTW is designed for low-speed traffic areas or areas with a lot of stop and go traffic, such as street intersections, bus-stops, or toll booths. UTW requires significantly less time to construct and repairs last much longer.





<b>Value Engineering</b>	<p>Value Engineering (VE) is a creative management problem-solving technique. It is formally defined by the Society of American Value Engineers (SAVE) as: ...the systematic application of recognized techniques which identify the function of a product or service, establish a value for that function, and provide the necessary function reliably at the lowest overall cost. In all instances the required function should be achieved at the lowest possible life cycle cost consistent with requirements for performance, maintainability, safety, and aesthetics.</p> <p>Stated more simply, VE is a systematic approach to identifying and removing unnecessary costs by analyzing function. VE answers the question, "What else will accomplish the same function of the product, service, or process we are studying?" "How do we get better value while accomplishing that same function?"</p>
<b>Vanpool</b>	A passenger van used by seven to 15 commuters. The route and schedule are determined by the group. The van may be provide or subsidized by the proponent.
<b>Variable work hours</b>	See alternative work schedules
<b>Vehicle occupancy</b>	Number of people riding in a vehicle at one time.
<b>Vertical alignment</b>	The grades the road takes as it passes over terrain. Typically the vertical alignment attempts to use the natural contours and geography of the area.
<b>Vertical curves</b>	Straight sections of grade line joined by parabolic arcs <b>broken-back vertical curves or broken back grade lines</b> consist of a short tangent between two vertical curves (undesirable in design).
<b>Violation rate</b>	Percentage of traffic in an HOV facility that does not qualify to be in that facility.
<b>Vision</b>	<p>To see the future; to imagine; to suppose; to form a mental image of something that is not present. (Some describe a vision as an unattainable goal... something you are always striving for) --a guiding light, a beacon that beckons.</p> <p>Quote from "<i>Philosophical Autobiography</i>" by Karl Jasper "It seems for the man, who does not day dream a while, his star will grow dark, that star by which all our work and everyday existence will be guided."</p>
<b>Vision 2020</b>	Describes the long-range land use, growth, and transportation strategy of all member jurisdictions of the Puget Sound Regional Council
<b>VMT</b>	Vehicle Miles Traveled



<b>Weaving</b>	<p>Weaving is defined as the crossing of two or more traffic streams traveling in the same general direction along a significant length of highway, without the aid of traffic control devices, Highway Capacity Manual (HCM) Special Report 209 1985. Typically a weaving section is formed by a merge area followed closely by a diverge area (an on-ramp followed by an off-ramp). Four types of traffic movements will generally travel on a freeway weaving section:</p> <ol style="list-style-type: none"> <li>1) Freeway to Freeway Traffic (a non-weaving traffic stream).</li> <li>2) Freeway to Off-Ramp Traffic (a weaving traffic stream).</li> <li>3) On-Ramp to Freeway Traffic (a weaving traffic stream).</li> <li>4) On-Ramp to Off-Ramp Traffic (a non-weaving traffic stream).</li> </ol> <p>The 1985 HCM classifies weaving sections as:</p> <p><b>A SIMPLE WEAVING AREA</b> is formed by a single merge followed by a single diverge.</p> <p><b>A MULTIPLE WEAVING AREA</b> is formed by one merge followed by two diverges or by two merges followed by a single diverge.</p> <p><b>A RAMP-WEAVE SECTION</b> is formed by a one-lane on-ramp followed closely by a one-lane off-ramp where the two are joined by a continuous auxiliary lane.</p> <p><b>A MAJOR WEAVING SECTION</b> is formed when at least three entry and exit legs have two or more lanes.</p> <p>The 1985 HCM also defines three weaving area configuration types A, B &amp; C.</p>
<b>WOA</b>	Work Order Authorization - these are processed by Program Management upon request by the design office responsible for the project.
<b>Work elements</b>	Tasks relating to transportation work within the district.
<b>Work zone</b>	A work zone is an area of a trafficway with highway construction, maintenance, or utility-work activities. A work zone is typically marked by signs, channeling devices, barrier, pavement markings and/or work vehicles.
<b>WSDOT</b>	Washington State Department of Transportation
<b>WSEO</b>	Washington State Energy Office
<b>WSTA</b>	Washington State Transit Association
<b>WTPI</b>	Washington Transportation Policy Institute - for information call (206) 389-7305.